

ZONING CHANGE REVIEW SHEET

CASE NUMBER: C14H-2008-0037

HLC DATE:

February 23, 2009

March 23, 2009

PC DATE:

April 14, 2009

APPLICANT: Lorelei Brown, building owner

HISTORIC NAME: Texaco Depot

WATERSHED: Town Lake

ADDRESS OF PROPOSED ZONING CHANGE: 1300-04 E. 4th Street

ZONING FROM: CS-MU-CO-NP to TOD-H-NP

SUMMARY STAFF RECOMMENDATION: Staff recommends the proposed zoning change from General Commercial Services, Mixed Use, Conditional Overlay, Neighborhood Plan (CS-MU-CO-NP) combining district zoning to Transit-oriented Development – Historic Landmark – Neighborhood Plan (TOD-H-NP) combining district zoning.

HISTORIC LANDMARK COMMISSION ACTION: February 23, 2009: Postponed to the March 23, 2009 meeting due to a lack of a super-majority. March 23, 2009: Recommended a zoning change from General Commercial Services, Mixed Use, Conditional Overlay, Neighborhood Plan (CS-MU-CO-NP) combining district zoning to Transit-oriented Development – Historic Landmark – Neighborhood Plan (TOD-H-NP) combining district zoning for the buildings only. Vote: 6-0 (Limbacher absent).

PLANNING COMMISSION ACTION: Recommended a zoning change from General Commercial Services, Mixed Use, Conditional Overlay, Neighborhood Plan (CS-MU-CO-NP) combining district zoning to Transit-oriented Development – Historic Landmark – Neighborhood Plan (TOD-H-NP) combining district zoning for the buildings only. Vote: 8-0 (Anderson absent).

DEPARTMENT COMMENTS: The buildings are not included in any city survey.

CITY COUNCIL DATE: April 30, 2009

ACTION:

ORDINANCE READINGS: 1ST 2ND 3RD

ORDINANCE NUMBER:

CASE MANAGER: Steve Sadowsky

PHONE: 974-6454

NEIGHBORHOOD ORGANIZATION: East Cesar Chavez Neighborhood Association

BASIS FOR RECOMMENDATION:

The ca. 1912 complex of two industrial buildings along the railroad tracks in East Austin represent a vanishing building type – these combination depot/warehouse

buildings were built by the Texas Company (Texaco) along the railroad tracks to hold petroleum products delivered by railroad and then dispensed in trucks to various locations throughout the city. The building at 1300 E. 4th Street, the larger of the two, served as a warehouse and office; the building at 1302 E. 4th Street housed the Texaco trucks which would then deliver the company's petroleum products in Austin. Buildings such as these along the railroad tracks are now very rare in Austin, and are endangered with the continuing development of this part of the city.

Architecture:

The Texaco Depot complex consists of two one-and-a-half story front-gabled rectangular plan, frame buildings with corrugated metal siding, wood-framed windows, and metal roofing. The building at 1300 E. 4th Street has a one-story rectangular-plan frame addition to the rear with board-and-batten siding and a metal roof. The building at 1302 E. 4th Street has a large deck area at the rear; some of the rear windows in the building have been replaced. Original fenestration in the building at 1300 E. 4th Street consists of 4:4 wood-frame, wood-sash windows. The building at 1302 E. 4th Street has wood garage doors, and 1:1 fenestration, the only windows being in the tympanum of the gables.

Historical Associations:

Both buildings are believed to have been built around 1912, when the Texas Company opened a facility in Austin for the distribution and delivery of petroleum products. Previously, this site had been the home to a railroad roundhouse and warehouse at the current location of 1300 E. 4th Street and the Heierman brothers' Austin Foundry and Machine Works on a portion of the current location of 1302 E. 4th Street. These buildings appear on the 1900 Sanborn map; they were both removed in the first decade of the 20th century – the roundhouse was located further east along the tracks near Chicon Street, and the foundry and machine works moved to E. 5th Street at Brazos. 1912-13 city directory is the first to show Texaco (then the Texas Company) at this site, with a description of "wholesale illuminating oils and gasoline." W.S. Oliver was the local agent for the company. This area of the city was not shown on the 1922 Sanborn map, but the 1935 map shows the current configuration of the two buildings – the building at 1300 E. 4th Street originally had a canopy over the east elevation of the building, which has been removed, and a large wooden platform running along the back half of the building and around the back of the building extending to the tracks behind the site. The platform remains.

Texaco maintained its operations here until around 1950, when they moved their bulk station to Springdale Road. By 1952, the buildings were being used by Firestone as an automobile tire warehouse. In 1964, the buildings were again used as an oil distribution center and warehouse, this time by Shell, which is listed in the directories from 1964 to 1967. The buildings were vacant in 1969, and for most of the early 1970s. The current owner, Lorelei Brown, purchased the buildings for an art studio in 1976, having returned from living in San Francisco, where many artists had their studios in abandoned warehouses. The buildings today house several studios and workspaces in addition to residential uses.

PARCEL NO.: N/A The applicant owns the buildings but not the land.

LEGAL DESCRIPTION: N/A The applicant owns the buildings but not the land.

ANNUAL TAX ABATEMENT: \$870 (income-producing); city portion: \$212.

APPRAISED VALUE: \$95,596 (buildings only)

PRESENT USE: Studio/workspaces.

CONDITION: Good

PRESENT OWNER:

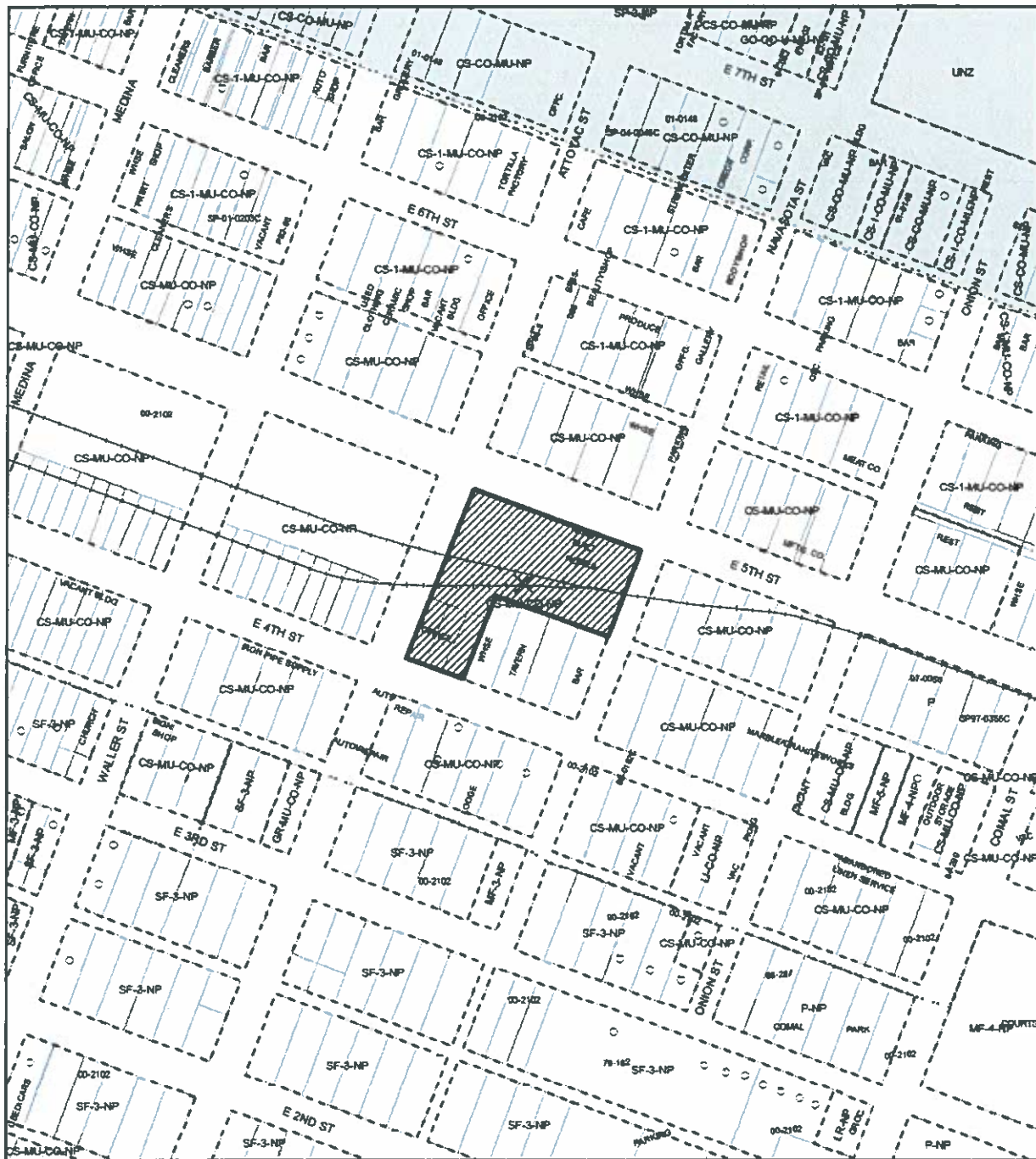
Lorelei Brown
1014 Spence Street
Austin, Texas 78702

DATE BUILT: ca. 1912




ALTERATIONS/ADDITIONS: The original canopy over the east side of the building at 1300 E. 4th Street has been removed; doors have been replaced in both buildings; the original central garage opening at 1304 E. 4th Street has been filled in as a doorway; some windows in the gables of the building at 1304 E. 4th Street have been replaced.

ORIGINAL OWNER(S): Texas Company (1912)

OTHER HISTORICAL DESIGNATIONS: None.



1" = 200'

-  **SUBJECT TRACT**
-  **ZONING BOUNDARY**
-  **PENDING CASE**

OPERATOR: S. MEEKS

HISTORIC ZONING

ZONING CASE#: C14H-2008-0037
 ADDRESS: 1300 E 4TH ST
 SUBJECT AREA: 0.257 ACRES
 GRID: J22 & K22
 MANAGER: S. SADOWSKY



This map has been produced by G.I.S. Services for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



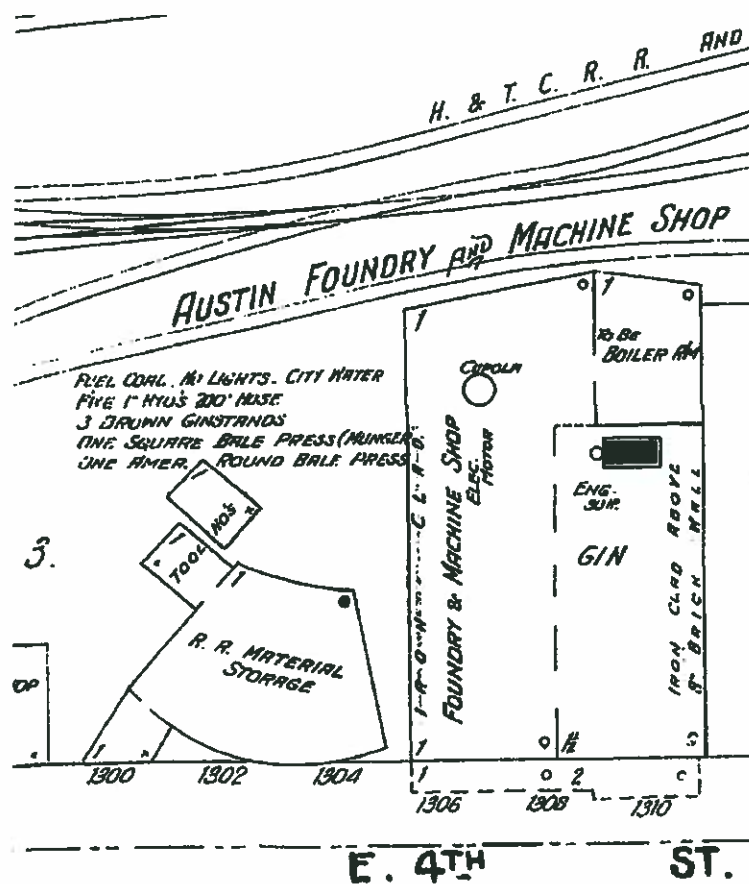
1300 E. 4th Street
ca. 1912



1302 E. 4th Street
ca. 1912

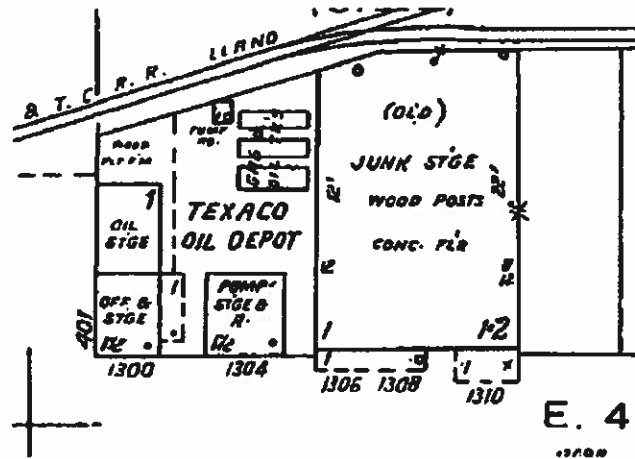


Detail of paired 4:4 windows in the front façade of 1300 E. 4th Street and the painted signage for Texaco Petroleum Products above the windows.

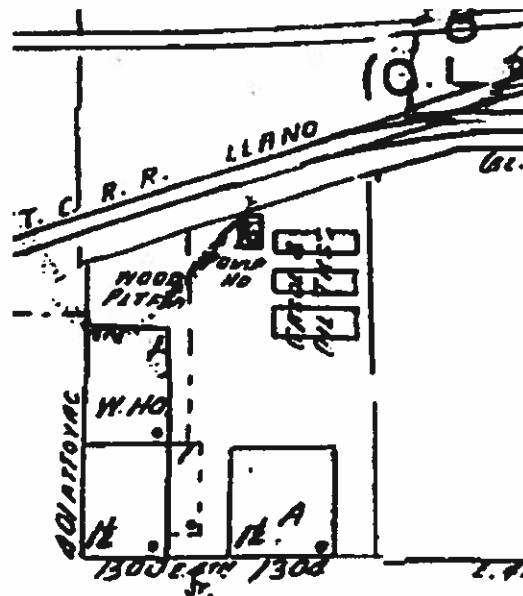


The 1900 Sanborn map shows the railroad roundhouse, labeled “R.R. Material Storage” and Austin Foundry and Machine Shop’s foundry and gin at the current

location of the Texaco Depot. These buildings were on the south side of the Houston and Texas Central Railroad tracks.



The 1935 Sanborn map shows the current configuration of the Texaco Depot buildings. The building identified as 1300 E. 4th Street is labeled "Off. & Stge" – office and storage – in the front section, and "Oil Stge" – oil storage in the back section, which corresponds to the one-story frame addition at the rear of the building at 1300 E. 4th Street. Note that the building has a one-story canopy to the right (east) of the front section of the building and a wood platform that extends to the rear of the property, wrapping around the rear of the oil storage area. The building at 1304 E. 4th Street is labeled "Pump Stge & A" or pump storage. Behind the building at 1304 E. 4th Street are three gas and oil storage tanks and a small pumphouse. Both buildings are noted as being one-and-a-half stories tall.



The 1961 Sanborn map shows the same configuration as shown in the 1935 map; the building at 1300 E. 4th Street is noted as a warehouse. The gas and oil tanks as well as the pumphouse remain behind 1304 E. 4th Street.

PREFACE

The subject buildings of this application for historic zoning are not so much architectural icons, such as a historic home might be, but rather artifacts of the history that shaped Austin. This became apparent as my research continued to expand over the recent months. I began this report by grabbing the proof from the directories that the buildings were existent as far back as I could. However as I chronicled the year to year chronology of the occupants, the depth of this history sunk in, became more engrossing, and my frustration at not knowing more about the historical context more apparent. The request for an historical narrative encouraged me to research further the history of Austin. Of particular interest to me at that point finding out how there was a brightly lit capital building in which to party all night, which led to inquiry how lighting developed in Austin, which touched upon development of public utilities and in particular coal gas manufacturing. Although I knew this was getting off course to developing the history of the buildings, it did lead directly into understanding the background of the petroleum industry in Texas. A couple of books, one given me at the Austin History Center, The History of Travis County and Austin by Mary Stuart Barkey, pub. Steck Co. 1963, and the other Oil in Texas 1895-1945 by Mary Olien and Roger Olien University of Texas Press, 2001, provided enough obscure detail to allow me to feel more certain of my perspective to try to deliver the historical narrative included with this narrative. However, after writing up the story I felt was sufficiently evocative of the background leading to the major turning of events in the location's history, it became too long and I wound putting this material that I developed into a couple of attachments to the narrative. Attachment #22 is informative detail developed mainly from Barkey's book about Austin in the days leading up to the arrival of the train at the H&TC rail yard in 1871. Attachment #7 is the story of the discovery of oil in Texas and adjunct founding of the Texas Company (Texaco), which is necessary background to the point that they put a depot on the track in Austin.

As I try to wrap up this report I wished to know more about the development of the area around the Tracks in East Austin, including the cotton and cottonseed business, about how the tracks spread around the Austin city, including the street car lines, and more about a particular German family, the Heermans, and their Austin Foundry. I may have been bitten by the Historic Research bug. As I prepare to turn this over to you, I regret not being able to give you any further discoveries that might have been made at the State Libraries, researching in Travis County Appraisal maps, and in deed research. I realize that even the relatively recent history of the occupants of the last 30 years may or may not be my business to know, or even try to find out, but I regret the people that did not return my calls and that I could not trace for sure.

Describing the buildings was more challenging than I expected also, especially not having studied architectural history, or architecture. After reading the scanty descriptions of historic buildings online though, I am happy to have recalled as much as I did. Making the photographs in black and white was a revealing exercise, also. "It is what it is," to cop a common phrase, can't deny anything in black and white. The pictures do serve to inspire continued maintenance, thank you for that.

So I hope this application for 1300 and 1302 E 4th, The Texaco Compound, is adequate. I won't apologize for its length. 100 years is a long time. I didn't want to leave anything or anyone out, and tried to find everything I could. I trust that by the time you review it from the various angles required, it will present a coherent picture, and you will have been sufficiently entertained.

F.9.a: Historical Narrative

1300 and 1302 East 4th Street

Our story starts with a chugging steam train arriving in Austin in the rain on the 28th of December in 1871, 33 years after Mirabeau Lamar chose "Waterloo on the Colorado" to be the capital of the new Republic of Texas. It was now twenty-five years after statehood, and for all the progress that had come about, Austin was still a practically a frontier town. There still was no indoor plumbing, and horses or oxen were needed for conveyance. The train boosters who had wanted the railroad since 1850, wasted no time after the end of the war to muster their resources to bring the train into Austin. As is generally known (Limbacher & Assoc. Report, Exhbt #26, The New Handbook of Texas, Exhbt #24, and online about "Texas Railroads, Exhbt #25), construction on the Houston and Texas Central Railway (H&TC) began in Houston in 1853, and 81 miles of track between Houston and Millican were open by 1861. Construction ceased during the war, to resume in 1867 when the H&TC acquired the Washington County Railroad which was extended by 1873 to take the track all the way to the state line at Red River City, where connection was made with the Missouri, Kansas, and Texas Railroad (M-K-T) to form the first all-rail route from Texas to St. Louis and the East. Meanwhile train proponents in Austin, having despaired of other avenues to build into Austin raised bonds to extend the line west to Austin where our story about 1300 and 1302 East 4th Street begins.

Until 1871, despite it's stature as the capital, Austin had remained a tiny settlement. Exhibit #22 is a short report culled from Mary Barkley's book, Austin and Travis County 1839-1899, which tells more about this early period. There was a fire department, a marching band, a gas lighted state capital made of brick, and a newspaper. Austin was in the midst of a building boom, fueled by the continuing recovery six years past the Civil War, and the long anticipated arrival of the railway. Ms. Barkley, in her book, describes how the citizens made their way to the top of Robertson Hill above the French Embassy to watch John M. Swisher (of the ferry and street rail) drive the final spike for the H&TC extension on Christmas Day, 1871. The train from Houston and Galveston arrived shortly thereafter on December 26th, according to Brown's Annals of Travis County.

The writer from the Tri-Weekly Statesman, reporting on the 28th, waxed ebullient about the epic event, describing how the train load of adventuresome "tourists" arrived in Austin to cheers, a booming cannon, a speech by Governor A.J. Hamilton, and a band in a parade of marching cadets, U.S. Infantry, and all the fire department divisions. Exhibit #1 contains a transcription of the article describing that day from the Tri-Weekly Statesman, a copy of the photo of the H&TC train arriving at the bridge over Waller Creek, a later article by Audrey Bateman written on the centennial of the event from the Austin-American Statesman, and a historic photo of the H&TC train, probably taken in the area of the freight depot grounds between 4th and 5th.

For weeks after the iron horse locomotive started making daily trips to and from Galveston, crowds came just to gawk at this state of the art travel opportunity connecting their frontier town with wherever any one could dream. Ms. Limbacher, in her Report made for Capital Metro's Roma Design Team's study for the Saltillo Station Area, summarizes her research on its arrival and impact, pp. 8-15. She writes, "But the train was much more to Austin than public amusement, opening local markets to fast, reliable means of transport. Thousands of bales of cotton were shipped by train to Galveston in 1872, and deliveries of lumber and building materials flowed into the city. Shipping by train, as opposed to by wagon, allowed significant reductions in cost of building materials." Historians all agree to the undeniable fact that the rail connection ushered in the next epoch in Austin's development: "A decade long building and population boom followed, as Austin became a mercantile and shipping center for Central Texas." "The History of Austin" Wikipedia. The debate about where the capital of the state would be was finally settled, the year after the train came, no doubt in great measure due to it's arrival.

A passenger terminal was built on Congress at Cypress (3rd), (insert the photograph) and the freight terminal was on Pine (5th) east of East Avenue. Exhibit #2, attached to this narrative, is a copy of the 1871 H&TC ROW (right-of-way) map of this freight yard from one of the earliest volumes at Travis County's property records. This map shows the freight depot as well as 58 lots platted along Cedar (4th) Street. It is of foremost importance for the buildings at 1300-1302 East 4th street, because they are located on Lots 56-58, which I've outlined in color on this map.

For comparison, Exhibit #2 also has a copy of a map of this area before 1871, that came from the State Land Office. This map is of the inlots platted by Edwin Waller for Austin, and the agrarian outlots, that were auctioned off to the east of town. It shows a broad East Avenue, the east border of the town's inlots, and the hills above Bois D'Arc (7th), where De-Saligney chose to place his French Legation in the very first days of the Republic. It also gives the name of the owners of the outlots. Looking at where the train came in, along Pine, down to Cedar where the 58 lots were platted, we see that two outlots in that area were owned by Mr. James and Ms. Elizabeth Smith. The Limbacher & Assoc. Report excerpts Frank Brown's Annals on page 10 of their "Historic Resources Survey" to help record the dramatic transformation brought by the train:

A considerable village sprang up in the vicinity of the freight depot, east of Waller Creek, between Fourth and Sixth streets. East Sixth was extended across the sand hill and rapidly became lined with buildings. East Avenue lots were in demand. In the early days the ground below Fifth street had been enclosed by worm fences and planted in corn from year to year, up to this time. The property, consisting of ten acres, was owned by John F. Smith, who divided it into lots. Warehouses and stores were in the process of erection and others contemplated, besides dwellings.

So evidently it was John F. Smith who rendered the land for the H&TC ROW plat map! Without going into whatever birth records may still exist, I cannot definitely state it, but probably John F. was a son of Elizabeth and James Smith, who'd owned the outlots on the

early map.

After finding these early maps, I went to the Sanborn maps on microfilm in the Austin History Center. The earliest Sanborn map that I could find there was from 1883, Exhibit #3. It shows the part of the rail yard, where the lots 56-58 are, being occupied by railroad maintenance and storage facilities, outlined in color as usual. To the west of this is a long building with a track running into it, evidently for maintenance of long train cars.. To the east is a large building labeled the Austin Foundry and Machine Shop, with a dead end track running up to and along it behind. The 1883 City Directory had four listings under Foundries, including the Austin City Foundry at 1304 E. Cedar. All these operations on 4th street are opposite the Roundhouse, with a small building, apparently an office, next to it on 5th street. Looking closely, it appears that all these buildings were connected, because the letters F,G,H,J,K,L,M, are positioned next to all the structures, except the Austin Foundry. As such, these letters may be a way of identifying the H&TC Railway property.

The City Directory in 1883 under Railroads listed three. First, the H&TC with ticket office and passenger depot at 222 Congress and a freight depot on Pine (5th), but otherwise nothing more listed for it. Second was the International & Great Northern (I&GN), also serving the public at 222 Congress, with freight on Cypress (3rd) between Lavaca and Guadalupe. A 1884 photograph of the Union Depot on Congress Avenue is in Exhibit #4. The third train, the Austin & Northwestern, was a narrow gage railway that had its freight and passenger depot on Cedar (4th) between San Marcos and Medina. Taken together they indicate the development that had occurred during the first decade of the railroad's presence in Austin.

The general configuration of this part of Austin remains unchanged through the 1894 maps to the 1900 Sanborn map, Exhibit #5. This map identifies the two small buildings adjoining the long building with the track running into it. One is a blacksmith shop and the other a Carpenter shop, next to a building clearly meant to cover a train, or portion of one, while repairs were being made. This facility is next to the R.R. 'storage' building clearly located at the 1300-1304 E. 4th street location. The oversize pictorial overview map, from the Austin History Library that is with the historic photo section, depicts this part of Austin three dimensionally. It makes it appear that the 'storage' building may also have been a building that had access to track running into it. Small buildings adjoining it are labeled "tool" and "ho's" (hoses?). Above these buildings on the map is a list of things evidently associated with these buildings: Fuel Coal, No Lights, City Water, Five 1' Ho's(?), 200' Hose. 3 Brown Gin stands, One Square Bale Press (Munger), and One Amer. Round Bale Press. This list may be associated with the Gin in the Foundry building next door, rather than railroad storage, but the fuel coal would have been of paramount importance for both the blacksmith shop and the foundry.

It is unfortunate that no particular names or addresses are associated with the railroad as far as I can tell in the City Directories. However some of the closest other businesses to this area reveal a little more, and draw the story on into the next period of Austin's development. There was a lot of cotton processing going on in the vicinity of the

tracks in the 1800's. The 1889-90 Directory showed a cotton gin run by a John Condon at the corner of East 4th and San Marcos. The 1895-96 Directory listed the Proprietors of the Austin Foundry at 1304-06 E 4th as Frank Heierman & Bro. who also were advertising Cotton Gin & Mill Machinery on the back cover of the Directory that year! Meanwhile, the Austin Oil Manufacturing Co. was offering cottonseed oil, cake and meal on the south side of 5th street by Comal, while the Travis County Farmer's Alliance ran the cotton yard on the south side of 5th between Trinity and Neches. By 1900-01, the Heierman brothers, according to their listing and back cover advertisement, besides still being the proprietors of the Austin Foundry at 1304-06 E. 4th, had a salesroom at 121-123 E. 5th, close to Congress, and they were cotton ginning, too. The Heierman's expanding Foundry next door to the H&TC Central ROW must have been a significant business to afford to advertise repeatedly on the back cover of the City Directory, and by 1906-07, under Foundry and Machine Shops, the Heierman, F.& Bro, listed Manufacturers brass & iron castings, dealers in Boilers, engines, gin machinery etc. at 117-125 E. 5th, but no further mention of 4th Street. They may still have been using their building there but it's not clear, nor when the railroad moved their storage and carriage house from 4th street.

Although the Austin Foundry and Machine shop is still listed at 117-123 E. 5th under Architectural Iron Works in 1910-11, there appears to be only one Heierman selling cotton gins and Machinery there, where he has also expanded to be the Heierman-Vance Cotton Tie Co. By 1912, under a list of incorporated companies, one finds the Austin Foundry and Machine Company with a list of new principals, and offices on Congress. Under Heierman was Allie D. (widow Frank) r. 818 San Marcos. Also Heierman, Frank & Bro. (John G. Heierman, Estate of Frank) dealers in Boilers, gasoline engines gin machinery, genl machinery supplies H&B Boiler componnd, pipe fittings, also wholesale dealers in carriages and wagons 119-123 E. 5th. John G. Heierman had a residence at 805 Lydia as did also a Harry W. Heierman who was a storekeeper at City, Water, and Light.

Even though the Heierman family is associated only obliquely with 1300-02 E. 4th, through the 1883 Sanborn Map, and through being in the building next door to the railroad properties from the earliest days, they are the most prominent family that jumped out from the 19th century Directories consulted for this early period. Their skilled, technical accomplishments were associated not only with cotton production and architecture, but all things mechanical and practical. They are also representative of the Anglo-germanic roots of early East Austin, and of pioneering manufacturing, industrial entrepreneurs that I found in researching the 1300 block of 4th street.

Looking at the larger map of the area, a composite map pieced together from segments of the 1900 Sanborn maps, Exhibit #6, it is clear how the lots 56-58, opposite the round house, helped to anchor this first rail yard of Austin where Austin's first industries developed. In those days when roads were not paved it was a dusty, muddy time. Skilled people pounded and forged metal to rim the wheels of things that rolled, and carriages were made by hand, so ladies could ride more pleasantly than riding a horse or walking. Everything was here in this little corner of the town to repair any type of conveyance of the day. The blacksmith to shoe horses as well as fix all manner of metals. The long carriage

house with tracks running into it for maintenance of passenger cars for the train. The foundry to pour metal parts the train would require. History testifies that repair of the trains was one of the emerging industries in Texas at this time. The City Directories, especially during the 1880's, included many full page advertisements for the expanding offerings of the railroad lines. They were competing not only for the connections and destinations, but also for the types of cars and comforts offered. It all happened on this little rail yard in Austin where the steel rails went to practically to infinity, and delivered so much of the world, or so it may have seemed to all the people who paused to consider or dream. Presently we are on the eve of a 2008 introduction of commuter rail on "fixed guideway" on roughly this same track. It occurs to me that this location, lots 56-58 Central ROW, the anchoring end of the track yard, where the locomotives went to turn around and be repaired, next to the first tracks into Austin, might be recognized as the beginning of "mass transit" in Austin. In seeking recognition for the buildings on these lots, I would hope also to recall this original platted map of Austin's first rail yard, since these buildings are the last structures remaining on it.

Although the configuration of the rail yard stayed the same through the 1900 Sanborn Map, after 30 years, the area around it had grown a lot. Although the Limbacher & Assoc. Report discusses the development of subdivisions in this area, the rise of the cottonseed oil industry was the most significant development of the post Civil War period, supplanting flour and grist milling, behind lumbering, to become the second ranked among Texas industries by 1900. The expansion of the railroad connections brought a concurrent expansion in the agrarian capabilities of the state which was clearly reflected in the Austin City Directories consulted for this report. The cotton and the cottonseed oil industry is paramount beside the construction products, stone, granite and lumber, that were being transported in the area around the track. By 1895 though, another oil industry emerged in Texas, in Corsicana, soon to bloom by the track in Austin.

The story of 1300 and 1302 East 4th street turns a corner itself after the turn of the century. The emergence of the oil industry in Texas, excerpted and abbreviated from a very interesting book, Oil in Texas: the Gusher Age 1895-1945 is attached to this narrative as Exhibit #7. It gives the background of the founding of the Texas Company (which eventually came to be known by the name of it's lubricant brand, Texaco).

In the 1912 Austin City Directory the "Texas Company" shows up the first time occupying 1302 East Fourth, Exhibit #8. There is a local agent there, W.S. Oliver, delivering 'wholesale illuminating oils and gasoline'. At that time, it appears that kerosene was the emphasized product. Texaco lubricating oils may have been sold in addition to gasoline as well. Unfortunately, I cannot be sure of the actual date of construction of the Texaco buildings at 1300 and 1302 East 4th, nor know when the Railroad moved its facilities away from the east end of the rail yard between 4th and 5th streets. The next available Sanborn map for this specific area dates from 1935, Exhibit #9. These maps show in detail the Texaco Oil Company Depot occupying these Lots 56-58. They also show the round house moved farther east to along the track by Chicon Street.

Between the discovery of oil at Spindletop at Beaumont in 1903 and 1935, the oil industry evolved away from kerosene for lighting and heat, to gasoline for transport. The Handbook of Texas Online's brief history of the founding of Texaco, Exhibit #10, confirms that in the first decade of the 20th century the discovery, refining, and distribution of petroleum products effectively began the more widely mechanized age we are living in today. The Chronology of Occupants report includes further details about where filling stations had been in Austin. In the 1922 Austin City Directory there were two filling stations connected with the Texas Company address on 4th, one at 1900 Guadalupe and the other at 101 W. 5th.

In the 'description of the buildings' part of this application, I describe how this Texaco facility appears to have operated. The main activity was dispensing the Texas company products that arrived on the railway. Information found in a cursory search about tanker cars and trucks of this period, is in Exhibit #11. A tanker truck used to pull up along the side of the building, under a big roof extending way out to shelter it, on the cement driveway between the buildings, to be attached to a filler hose, beside the foreman in the window, recording the petroleum product dispensed. During this period in Austin, as verified by Libby Limbacher's research, and by information in the 'chronology of occupants' report, there was a concentration of oil companies around this part of the railroad tracks.

The depiction of the Texaco property on the 1935 Sanborn map is essentially the same as on the map of the property given to me by Southern Pacific when I started a land lease with them in 1976, Exhibit #12. Although I wasn't thinking of any historical import when I bought the buildings and improvements, from the start I appreciated the all wood walls of the front offices, and heavy timber construction, clad in corrugated tin, of the rest of the building. I've been told that they are interesting as relatively original, i.e. not significantly modified, examples of turn of the 20th Century "generic" industrial architecture. Built in the earliest days of the Texaco Petroleum Company, they appear to be similar to buildings in a photograph of the Texas Company's 'campus' in Beaumont in 1905, Exhibit #13.

The final time the Texas Company shows up at 1300 E 4th Street is in 1949, identified finally as the bulk station with no proprietor listed, Exhibit #14. After 37 years and two World Wars at this location, obviously requirements for an international corporation's bulk station had changed. The next City Directory, 1952, shows the Texas Company bulk station relocated to Springdale Road Exhibit #15.

After the Second World War, the returning soldiers and post war economy changed the face of the U.S. again. The automobile, highways, cities, re-evolved more than ever. As the Chronology section of this report indicates, there was a concurrent development of the rubber tire industry with the spread of the gasoline marketing. The same 1952 Directory shows that The Firestone Company begins occupying 1300 E. 4th for storage, Exhibit #15.

In the beginning, Firestone was a service center catering to the rise of the automobile as the primary means of transport. Later the Firestone Store branched out into

appliances for the home market, according to promotional material in their Directory listings. Neighbors on 4th street told me in some of our earliest conversations about how the buildings were burglarized, on account of all the valuable things Firestone was storing there. Man size cuts to peel back the corrugated metal siding still exist, which though crudely repaired, remain to attest to this period of the buildings' history.

William B. Wilson, who began managing the Firestone store in Austin in 1947, must have enjoyed what clearly had been an exciting period of innovation and expansion. By the 60's however, the country's focus was changing again. Many socioeconomic issues and class frictions, exacerbated by new foreign involvements, came to embody an undercurrent increasingly hard to avoid. This period was reflected in East Austin, where certain populations felt marginalized in East Austin. Photos taken at the corner of 4th and Waller show the derelict condition of the street at that time, Exhibit #16. Mr. Wilson continued as manager of the Firestone store at 901 Lavaca until 1968, a run of 21 years since 1947, but since 1960 Firestone, had started another store, at 5357 L.H.35. The new store on the freeway no doubt changed the focus of Firestone's Austin operations, and by 1964 evidently they figured they didn't need storage on 4th street by the junkyard anymore.

So in 1964, after being used twelve years by Firestone stores for storage, another business took over the buildings at 1300-02 4th. Extrapolating from the scant documentation of names and addresses available in the Directory, it would appear that a Mr. Kemp, who had background in the oil industry, got help from a Mr. Bridges, who had run a farm implements store, to start the Shell distributorship in Austin. It was called the Kemp-Bridges Company in 1964. Then an investor, Mr. Battle, came, and for another two years Kemp-Battle, Inc. was distributing Shell oil products from that address until 1967 when the address is listed vacant, which it remained through 1969.

Firestone was still responsible for the buildings even though they became vacant. The roofs were probably beginning to leak, but in 1970 the Perry Rose Tire Company (whse) appears in the City Directory for 1300-02 4th Street, Exhibit #17. In 1969 Perry Rose came to town. A big article was in the paper about him, which is in the attachments to the Chronology of Occupants. He took over management of the store at 901 Lavaca and at that time, Mr. Wilson became listed as salesman. Perry Rose wasted no time in expanding his operations and by 1970 already had a second store, Rose Truck Tire Center at 325 Congress besides the warehouse on 4th. Two years later he had three Perry Rose Firestone Stores, 8415 Research, 5201 Burnet, and 901 Lavaca with a Tommy Love, the manager. By that year, 1972, the warehouses on 4th were vacant again and remained so until 1976, Exhibit #18.

I began trying to research my buildings at the Austin History Center quite a few years ago, but coming to a more full understanding of the historic context has been a gradual and ongoing process. When I came across the buildings in 1975, they were abandoned, with roofs beginning to go. The yard was filled with weeds, old tires, and other debris. This was not very different from the area outside the fenced yard, which was metal scrap yard, all the way from the west wall of my building practically unfenced to Waller Street, along the south side of the tracks along 4th. The freight yard was still in

active operation, hauling and moving cars around on a full rail yard of tracks which radiated from single track along 5th at Cornal Street, with the the number of spurs increasing west of Navasota between 4th and 5th to IH-35, (Exhibit#20, the County Appraisal Map). Fourth street east of the interstate was unpaved and very dusty. As I recall many of the other streets south of 6th Street were unpaved as well. I'm including some photographs of this block that I took in circa 1976, Exhibit #21.

Now, looking back from over 30 years later, at where we've come from in this part of Austin, I can better understand my incomprehension facing the dearth of materials available at the history center when I began to research this area five or six years ago. It has only been after reading the historical report provided last year for Capital Metro's Master Plan for the Saltillo District, by Libby Limbacher Associates in conjunction with the Roma Design consultant Team, that I've gained the confidence to trust the paucity of historical information available. The first 28 pages of this report covers the early period of the rail into Austin and makes superlative sense of the historical context of the area around the the rail yard in East Austin, and the nascent industrial district of that period. I'm giving you her whole report for reference, Exhibit #26.

In 1975 I was returning to Austin after living in San Francisco for seven years. I went there after completing a degree in Plan II at the University of Texas at Austin in 1968, to go to the San Francisco Art Institute. I bought a small house in the city and rebuilt it there, was in a group printmaker show at the Oakland Art Museum, spent nine months helping to build a show for Arizonan visionary architect, Paolo Soleri, that he had at the Cocorran Museum in Washington D.C., among other experiences. After seven years though I tired of California, and came home. I started looking for a place to live, and found a job at the Humanities Research Center in the Iconography Collection, helping Director Kathleen Gee put together a bicentennial traveling exhibit to tour Texas' small towns in 1976.

The abandoned warehouses on the tracks interested me because many artists that I knew in California had places like them for their studios. I asked about them at the neighboring Scoot Inn Bar, at the other end of the block. There, they told me to inquire at the local Southern Pacific office which was located in those days on the tracks by the street that used to be Canadian, now called Robt. Martinez. After a lot of phone calls later, I'd negotiated with Firestone Company to bny the buildings and with the Southern Pacific offices located in Dallas to lease the land. In 1976, I moved in; the 1977 City Directory shows that I, Lorelei Brown, was residing at 1300 4th, Exhibit #19.

For almost twelve years things were relatively quiet and peaceful. I returned to the University, did another year in art and ceramics, then two years of community and regional Planning school. My father passed on and I began to take care of my mother. In 1987, Capital Metro, with a grant from the Federal Government in conjunction with the City of Austin, purchased the right of way and the rail yard from Southern Pacific Transportation Company. In order to comply with the requirements of the grant to use the right of way for public transit they began planning almost immediately. My name will be

found on their sign up sheets from every phase of their 20 year process leading to the final voter approval, if Capital Metro kept all these records. I believe I saw more of it than any other single person, as well as seeing the changes of many boards and general manager/chief executive officers, but my anecdotal memories are inconsequential to the history of the Texaco Compound.

The part of this application about the chronology of occupants tells the rest of the story as best I can relate it about what else was going on at the buildings. The part about the description of the buildings and their improvements fills it out further.

Description of the Buildings

There are two buildings, as indicated by the site map prepared by Southern Pacific and the 1935 Sanborn map, of approximately 3,000 and 2,000 square feet respectively. As The first mention of them in the City Directory proves, they were built sometime before 1912. Built by The Texas Company, (Texaco), they are typical of turn of the 20th Century warehouse architecture. They are heavy timber framed, sided with corrugated tin. Both have gable roofs with exposed rafter ends.

Together, with the other equipment in the yard, they composed an industrial compound that served to move petrochemicals delivered by train out again by truck. Originally the main building at 1300 4th had large circular Texaco logos painted boldly on the west side facing the downtown, and on the rear facing the railroad. It also had large painted lettering on the front and on the west side announcing "Texaco Petroleum Products", which still remains. The facility has a yard surrounded with wire fencing on three sides of the rear, with high chain link along the front, where there are two gated openings. Between the buildings, where there is a cement driveway, the gate is single driveway width, hinged on the right to open out. The second gate, to drive into the yard the other side of 1302 4th, is a double gate, closing in to the center.

The two story front part of the larger building, 1300 4th is founded on parallel cement walls, open to the sides of the structure. The single story section to the rear is founded on piers. The smaller building, 1302 4th, is founded directly on a cement slab. Both are all wood framing, with 1x10 planked roof decking originally covered with composition shingle material. In the 1980's all the roofs were gradually covered with v-crimp metal roofing, except the 1300 4th second story roof which was reshingled in 1991.

When I arrived late in 1975, they were in run down condition. The first thing I did was to have the yard cleaned, which necessitated a front-end loader making five dump truck loads. At this time, a wide cantilevered roof, which hung off the side of 1300 4th, designed to protect the tanker trucks as they were filling, had to be removed because it was dangerous to be near. However, the closet sized room, built into an alcove in the side of the building beside the deck, remains. It has a built-in, slant-topped desk, where the records were kept, and is an interesting artifact that still remains intact by the loading dock. Photos are in F.5, the Black&White pack of photos.

Behind 1300 4th was a large, around 400 square foot, platform on piers. This once had a loading ramp that ran from the building up to the railroad spur that ran along the back fence. Evidently this is where 50-gallon drums of petrochemicals were unloaded to store in the rear of the building. A photograph of the gate in the back fence that accessed the rail cars is also in F.5.

Near this platform, by the gate in the back fence, there is a small cement slab with a rectangular indentation in its middle. Beside the gate also, there is a metal post with glass insulator knobs which served electricity to whatever the machinery was on the slab.

Probably this slab was part of a pump house that pumped the liquids to and from the tanks in the yard, and moved them in the pipes that ran along the side the larger building out to the trucks that pulled in to be loaded. In the 1990's, the vacant slab finally got a new structure put on it, a small prefab metal storage unit.

This slab is beside three brick walls that still remain, though damaged, in the back corner of the yard. They have circular indented arcs in their tops that clearly once held a large round tank. There is also a stone section of wall in the back most corner on the east fence line, in line with the three brick walls. This artifact stone wall is so different from anything else on the property, that it may predate the Texaco installation. Other remains, eight cement blocks, clearly supported something in an area between the brick walls and a lower level behind 1302. These large blocks, four in each of two lines 24 feet apart, are on opposite sides of a square area beside and to the front of the brick walls. This roughly 435 square foot area is like a flat raised platform. It probably was the location of the long rectangle objects shown in map diagrams of the property, which were probably some sort of tanks, that rested on the support blocks.

There is another interesting artifact in the yard behind the smaller building, 1302. It is a cement 11'x 24' containment pad, that has rounded curbs on three sides, is banked down to a drain hole in the center, and with a steep sloped entry ramp. This was evidently used for washing the trucks that were maintained at this facility. The drain in the center evidently went to some sort of small underground tank a few feet away in front of the Firestone tractor tire. I suspect this, because at a point in the late 70's, there was a mysterious collapse of the ground there, into which I raked fill periodically until it was level again, which it has remained since.

Back to describing the main building at 1300 4th, one enters by going up four steps onto a comfortable front porch landing where everyone often sits by the street. The original wood four panel entry door was damaged in the late 70's, and replaced with a heavier door with pretty decorative carved panels.

The front office area is composed of two rooms with all wood 1x4 walls and high ceilings. The original vinyl tile type floor was so damaged when I arrived that I covered it with quarter inch Masonite which remained until 2003. The first group of tenants, unauthorized by me, had to see what was underneath it. After much grief and sweat, both rooms now have restored 1x4 tongue and groove flooring.

There are 2 over 2 sash windows on the front three sides of this office section. The first room one enters has one east window and two to the front. It has a coat closet built into the corner, a photo of which is in F.5, the photo packet. The second office room has two front and two western windows, making it the most comfortable room of the building. It also has a built-in cabinets in one corner. An upper section is above the closet type lower part with a shelf. The door between these two rooms has a nice functional transom window above it. Each room, besides the windows to the outside, has a window to the open area on the other side. Originally this open area comprised the rest of the building without further walls, all the way to the loading dock doors, four in all, on the back three sides of the building.

Leaving out the door beside the closet in the front office to go to the warehousing areas in back, one comes first to an area defined mainly by two huge opposing doorways just beyond the front offices. The doorway on the west side opens to the yard along Attayac easement, and the other one on the east side opens to the loading dock porch. Originally both of these doors were of the heavy, sliding loading dock type, but now only the west side one, which opens to the as yet undeveloped Attayac Street easement and downtown city view, remains intact. The east side door was replaced in the late 80's with two large, heavy hinged plywood doors that are more human scale, convenient, and easier to use, to access the deck/porch that runs along the yard side of the building.

This area defined by the huge doorways, is further defined by the 6x6 beams running down the center of this section, which ends where the second story above ends. They support the 2x10 framing and rafters which support the 1x8 plank ceiling which is also floor for the room above. This central/main living room area of the building with the posts, presently has a wall partially down its center. This serves to separate the rehearsal/exhibit /living area from the utility/kitchen side. In the 1970's, walls were added, of 4x8 fiberboard over insulation and a 10" wide section was cut out of the corrugated metal siding eight feet above the floor to get light inside. An aluminum 2x4 slider window was also added at the foot of the stairs looking out to the loading dock porch.

The floor in this section is heavy 2x6 boards running across the width, which have been painted in the west side of this room. Due to the increased wear on the kitchen side over the years, sheet and vinyl square tile covering has been added in the kitchen. A water closet/toilet room exists in original form in the right, rear most corner of this central area. The ceiling of this WC doubles as the floor of the landing, midway up, of the stairs. In the late 70's, when I was first to live in the building, I extended this platform out to put the first bathtub, a footed one, off to the side of the stairs, accessed from the stair landing. Underneath I had a big black enamel free-standing sink, (that I didn't realize until much later was a hair dresser's sink), and rolling wringer washing machine.

In the 80's, my footed tub without walls was replaced by a poorly designed room, with a standard tub and lavatory, which badly cramped the use of the stairs. Underneath was placed a crude counter with a double sink. In 2003 when the tenants finally left, this bathroom in the stairwell was rebuilt again. It is now masterfully designed, with a fiberglass shower, pedestal sink, second toilet, and tile floor. Presently the electric water heater is under the highest part of the stairs to the landing. A new 8' counter and cabinet, with stainless steel standard double kitchen sink, front the side of the stairs. There's a tile backsplash, with a light and long mirror above it. This makes the kitchen, with the stove and refrigerator on the opposite center wall. The stairway in 2003 got insulated walls and ceiling, and new handrails, which altogether makes a nice entry leading to the spacious 1,000 square foot room upstairs.

When I arrived in 1975, everything was painted industrial gray. This was certainly the case for this upstairs room which had only a small window on the south/front side, and a slightly larger fixed glass window on the north end which overlooks the rail tracks. The crowning glory was, and remains, the bee hive louver vent running almost the full length of

the ridge of this second story. Along the sides, the walls were lined with 1x4 boards to a height of about four feet, where the 1x6 framed ceiling, solidly decked with 1x10 boards begins. There was a 1x4 shelf built the length of both sides of this room as well. Otherwise, besides the hatch with removable floor area for access from below, there was a cabinet with shelves, floor, and hinged doors built of 1x4 in one corner which still remains, and a sort of walk-in closet in the other corner on the south/front side which was removed in 2003.

Since 1976 this upstairs has been used periodically as sleeping area. In fact during most of the 90's, the couple inhabiting put a canopied bed in this room under the window, with only the bed being air conditioned. It has been otherwise, a spacious place in which to dance around and meditate. After 2003, yoga classes were being held there, however, the 1x8 plank floors were uneven, and there were rather large gaps between boards. So the next year the room was upgraded with 1/2" plywood over black plastic on top of the rickety 1x8's. I also made the investment to sheet rock over the 1x4 drafty half height walls, to install ceiling fans, and tack silver back bubble insulation in between the rafters. However, even with the improvements, it was still difficult to hold classes year round, so now it is a residence once again.

It is in this upstairs area that framing details of this building are most appreciable. Long 2x6's bolted to posts on either end define the span of the walkable area under the roof louvered vent. Crisscrossed 2x6's bolted to this post structure create triangulation to stabilize the structure of the roof, and the building generally. Due to the fact that the inhabitant had too much stuff in this area to get a good black and white photo at this point, a photo taken in 2004, after the renovation was completed, one of my favorite pictures, is included at the end of this description.

The back most part of the building, which extends back beyond the two story part, has a truss like structure for the roof framing, once again of triangulated 2x6, decked solidly with 1x10 boards. Most of this section now has gotten a ceiling but this truss framing is still visible in one little area. The floor in this section is the heaviest, most crudely hewn, planking of all, heavy rough 3x8's that run lengthwise in this back most section. It is similar to what was originally on the loading dock/porches, that was already severely rotting by the time I arrived. I replaced it immediately along the side of the building, and also rebuilt a roof over this section, though not as grand as the former roof which had extended out far enough to cover a truck loading. Then little by little the back most platform was removed, although all of the piers remained in place. The last week of August 2008, a deck was rebuilt on these piers. The group using the warehouse now is excited about using it for a stage.

The original plank flooring in the back of the building is still very strong however, no doubt in part due to the fact that the oils kept there in the drums, impregnated it. However, the main problem with this floor is it's uneven quality, so it has had secondary coverings practically from the start. I recall starting with carpeting, and beginning to frame up a wall down the center, where I was having ceramic and printmaking equipment. During the 80's, two fairly nice rooms were created on the west side of this portion of the building, one for inhabiting and the other for a woodworking shop. Several people have

refurbished these rooms lately when they moved in. In 2005, a new room was created in the east side of this back section. The old style metal 4'x 5' triple louver window that I installed in order to have light in this dark back corner in the 70's makes this room very pleasant. It is a very secure room which enjoys the original loading dock door for outside entrance. This opens to the side deck beside the driveway, which has a ramp and steps into the back yard.

This original heavy sliding warehouse door is exactly like one on the back of the building that originally went to the ramp to unload the trains. Now this door goes to a small floor level deck, that steps up to the large higher level of deck/platform. This is now used as a stage for the backyard venue that periodically has CD release celebrations, benefits, and SXSW shows. In 2003, the porch deck along the two story part of the building was extended from the roof covered part to the sliding loading door of the back section, and the handicap ramp curving down to the yard was added. Since then, especially during SXSW, the crowds that come each year have been more than an eye-opener.

The yard is shared by the second, smaller building at 1302 E. 4th measuring roughly 36x36. and had no less than six heavy sliding garage doors. It was originally used for storing and maintaining the Texas Company's trucks, of whatever kind they were. By the time I first saw inside this building in 1976, it was already leaning, very much like the tower of Pisa. The structure originally had six large, heavy sliding garage doors, about 10' wide by 9' high, three each front and back. Eight 6x6 posts support two hand built trusses, composed of 2'x 8's (or 2x9's--100 year old lumber measurements differ from the present standard) bolted and nailed together. Each of the two 36' trusses, running front to back in the building, four posts each, effectively divide the inside of the structure into three long bays running between each pair of doors. Originally, it would have been possible to drive in any of these doors and drive through to the other side. The trusses on the posts support 25 rows of ceiling rafters running lengthwise between the walls. Each row is three 2"x10"x12' boards lapped over on top of each of the two trusses in such a fashion that the width between the side walls is 36 feet.

The side walls are composed of 2x6's bolted and nailed to a 2x10 upper plate running the length of the building. The 2x10 ceiling rafters support the 1x 8 ceiling/floor above. On the east side of the building are five (or six), double hung windows of the traditional two panes (12x28 inches) per sash style, without window weights. On the other west side there are two aluminum windows 2'4"x 5' that I had installed sometime late 70's or early 80's, I forget when exactly. The 2x10 ceiling rafters have a unique stabilization in between them, a system of flat-sided, crisscrossed 1x4's, which would no doubt serve to date the structure. A photo is included in the pile of Black & White pictures, P-5.

When I arrived, the building was unplumbed, with the most minimal of electricity. There was a stairs going up into the upstairs loft area, with also a hatch. The first person to rent the building, after the tires were gone, was a strong African-American man, Aaron, who was doing a rehab of a movie theater on 6th street. He stabilized the structure by bracing four of the six sliding doors. At that time, he changed the middle front sliding/loading/garage door to two heavy regular doors. When both are open, they allow

ample entrance, when closed provide enough security. He also rebuilt the stairway to upstairs and added 3-phase electricity to run his tools. Upstairs he made walls dropping down from the roof on two sides which separate the large walkable living area from the sloped eave closet/storage space. In the front one-third, he made an office area, with a window overlooking the street, which has a flat ceiling. Before he left it was sheet rocked, textured and painted. The rest of the upstairs was unfinished, except for a toilet in an room to the side, and a window overlooking the back yard, when he disappeared. A year or two later I filed to get the warehouse back, whereupon he materialized and took back the 3-phase electricity and as much of everything else he could. As he was preparing to take the front doors, I called the police. A kind judge arbitrated by phone on a holiday, and I got the keys back with no further damage. Since then, roughly 1978, people have been inhabiting this upstairs space, and for the past 15 years it has been a relatively finished apartment with vaulted, insulated ceiling and walls. There is an efficiency kitchen separated from the rest of the studio apartment type space by the L-shaped counter top, bar height on the sink side. The bathroom has a modern fiberglass tub and shower surround, nice lavatory, and toilet.

I began occupying the downstairs of 1302 4th in 1991 for my various uses. A toilet was installed in the back left corner, and a washing machine and dryer a couple of years ago. I have equipment here for ceramic production, a kiln, slab roller, wheel, and extruder, which I'm trying to get back around to using. There is also a table saw and a large compressor permanently installed. I use this area at present primarily for managing the maintenance of 22 rental units in 14 buildings.

When I arrived in 1975, this smaller building was filled with all kinds of tires, especially in the second story, dark, attic space. I sold them to someone who took them all away to Mexico on a long flatbed trailer truck. I was able to clear away everything, all except for one huge tractor tire which jack-knived the loader when it tried to pick it up. It has defied all attempts since, so it remains, as memento of Firestone Company, behind 1302 4th.

I hope this has adequately covered the description of the buildings. As far as the rest of the history of them for the past 32 years goes, since I have been their custodian, please refer to the Chronology of Occupants since 1976.

Criteria Met

There can be no doubt after reviewing the Chronology of Occupants that the buildings have been extant since 1912. Doing the math, that's 97 years, 47 years past the required age for a historic structure of 50 years.

I trust the photographs and report on the description of the buildings are adequate to convey their historic appearance, and sufficient to prove the integrity of materials and design. I see the wonder, respect and enjoyment of the public that attend events at the Compound presently.

I hope they can be given some kind of historic recognition because they are significant in several ways. As far as the criteria are concerned, these buildings are significant, first of all, as remnant of earliest time when oil arrived in central Austin by rail. They are part and parcel of the days when Automobiles were the new innovations that ultimately revolutionized daily life in the 20th century.

That they are Texaco buildings is interesting, not so much as Texaco icons, but because they are the connection in Austin with that company, which is itself a representative icon of Texas' petroleum industry. Oil, more than anything else (except cowboys in the movies perhaps), put Texas "on the map" in the worlds' imagination and perception. If their architecture is not precious, it is a representative example of turn of the 20th Century generic warehousing construction. That the Texaco Compound as it sits, can be easily understood as the functional oil depot that it was, has an instructive, toy-like, miniature quality that is not only historically correct, but fascinating. As such, it represents "a significant portrayal of the environment of a group of people," railroad and oil businessmen, for almost the first half of the 1900's. No one can deny how these people contributed to the development of the city, state, and nation.

Beyond its historical associations and architectural characteristics however, the location of these buildings is their paramount importance. At this point in time, on the brink of the new use of the tracks for commuter transit, these buildings should be recognized and preserved as the only remaining structures left standing on the "Central R.O.W.", the first rail yard of Austin. Their location on the eastern most lots of the H&TC train's 1871 platted right of way, where the 19th Century railroad focused their yard operations, connects them, more than anything else still extant, to the epic event of the train coming to Austin, the advent of "mass transit", if you will allow. As hard as it is for the average person to imagine now, before the arrival of the train in 1871, the only way in or out of Austin was by stagecoach, horse and carriage, or foot. Thanks to the petroleum products that arrived by rail in the early twentieth century at Austin's first freight yard, the age of horse, buggy, and stagecoach began to recede and "the modern age" began.

I googled wood framed buildings constructed c.1905, and found several historic districts with vintage buildings from all over the country. Austin has several buildings of the 19th and early 20th centuries in the immediate vicinity just west of I-35. Along Red River, next to the Convention Center, one finds not only another corrugated historic building, the F. Weigl Iron Works, but also the Waterloo Block with its plaque at 3rd street,

II

and another vintage house with historic medallion at 217 Red River. On 4th Street at Waller creek there is another old corrugated warehouse, recently used as the "City Grill" and now "the Palm Door". Opposite the Hilton on Brush Square, the stone home of Sussana Dickinson is under restoration, and the O'Henry house at 409 E 5th, in the National Register, is there as well. A block west on 5th is Carmelo's, in a building that was once a stage stop. It appears that another historic district is emerging as this part of town is developing. Someday the large warehouse in the Shapiro's metal scrap yard may join this group of preserved buildings on or near East 4th street, as may many others on East 6th, east of I-35. As the commuter rail gets running, these older structures will punctuate the urban fabric heading east, and add interest and human scale uses.

The Texaco Compound's unique location on the original Central Row, dating from before the streets were paved, gives it an historic appeal unique on the East side. Anchoring the west end of the block shared by "The Scoot Inn", it is a last remnant of the urban fabric that once surrounded the rail yard. After 50 years of "growing in" the buildings and their yard are an established landscape feature of this neighborhood. The young "creative class", that now enjoys the Compound's historic garden venue, continues to augment its artistic, aesthetic and historical value to the city, as I hope this documentation has shown.

F.2: Occupancy History

1300 and 1302 East 4th Street

1912-1975 Researched from City Directories
at the Austin History Library

The Texas Co.(Texaco) built the buildings and occupied them for the first 38 years, so they are the foremost occupant. The Firestone company was going strong before it began using the warehouses at 1300-02 E. 4th St, which I realized when I discovered a quaint Statesman add for tires in the clippings file at the Austin History Library, included attached to this chronology. Out of curiosity, to get better perspective, I include research from the City Directories prior and post each company's direct connection with the address that is the subject of this historic application. For each year data relevant to the occupant of the buildings are printed in the relatively larger typeface, while the information pertaining to a past or future occupancy is in the smaller print. The City Directory is transcribed as it was written, including abbreviations and punctuation (or lack thereof).

1900 In the Yellow Pages under "Oil Dealers", there were three:
Austin Oil 5th/Comal cotton seed oil
Waters-Pierce Oil
Whyte 5th @ NW corner Waller
Under "Rubber Tires", three also: Beatty, Richardson, and Webb

1912-13 First time *The Texas Co* is found in street index at 1300 E 4th St
and p295 Texas Company (The) W.S. Oliver local agent
whol. illuminating oils & gasoline 1302 E 4th ph. new 1120

p235 Oliver, William local agent *The Texas Co* 1302 4th
r. 900 E 8th, 4 [kids?]. sw ph 2773

1916 p408 *Texas Co.(The)* Edward E.Rogers agt oils 1302 E. 4th
filling sta 101 W. 5th

p368 Rogers, Edward E. agent *The Texas Co*
res. 801 Lydia

This 1916 information for Tires and Oils is provided for background and context.

Yellow Pages: "Tires"

Johnson Rubber Co Albert Johnson Mgr
Automobile Tires & Accessories, Tire Vulcanizing and Repairing

Agents for Kelly-Springfield & Michelin Tires 111-115 W 5th
 Yellow Pages: "Oils Wholesale"

Dixie Oil West & 3rd
 Gulf Refining & Oil E 5th & 211 W 6th
 Magnolia Oil 415 Waller @ 5th
 Pierce Fordyce Oil Assn 514-16 W 3rd & 203 W 6th
 Texas Co, The 1302 E 4th
 Thrall Refining office at Thrall

1918 p413 *Texas Co (The)* Jos A. O'Reilly agent oils 1302 4th

p343 O'Reilly, Jos A. agt. The Texas Co
 res. 310 W 11th

1920 p391 *Texas Co (The)* J.A. O'Reilly agent oils 1300 E 4th
 fill sta No.1 101 W. 5th
 fill sta No.2 1900 Guadalupe
 res. 310 W. 11th

Johnson Rubber Co. J. Albert Johnson, mgr
 Automobile Tires & Accessories 107-15 W 5th tel.1712

1922&1924 p441 & p436 *Texas Co (The)* J.A. O'Reilly agent oils 1300 E 4th
 with still the two fill stations

p359 (in 1922 Directory) O'Reilly, Jos A. (Mary), agent The Texas Co
 res.1000 San Antonio and still with Mary, on San Antonio St, in 1924.

Firestone Service Station (Johnson Rubber Co)
 Johnson Rubber Co (J.A. & A.E. Johnson; Firestone Service Station)
 502 Lavaca

Johnson, J. Albert (Lillian; Johnson Rubber Co)
 res. 621 Patterson
 Johnson, Arth E. (Laura; Johnson Rubber Co)
 res. 1403 East Ave

Yellow Pages: "Oils" 8 listed
 Austin Petroleum Co 1214 E 14th
 Cities Service 1208 E 4th
 Grayburg Oil Co Wholesale & with 4 stations:
 1) 5th & Comal

2) 100 Congress
 3) 1601 Congress
 4) W 6th & Guadalupe
 Gulf 1110 5th
 Humble W 3rd cor Bonnie
 Magnolia 415 Waller
 Pierce 209 Nueces
 Texas Co, The 1300-2 E 4th

1927 p458 *Texas Co (The)* N. R. Thomas agent oils 1300 E 4th
 fill sta No.2 1900 Guadalupe (no mention of W 5th)
 p459 Thomas, Norman R. (Helen) agent The Texas Co
 res.1804 W 6th

1929 *The Texas Co* now has A.R. Smith agent oils 1300 E 4th
 p447 Smith, Albert R. (Mary E) agent Texas Co. h. 806 Riverside Drive
 Firestone Tires (Master Service Station)
 Tire Service Co. Distributors 301-3 W 5th

Yellow Pages: "Oils & Grease Wholesalers" 12 listed
 Adams, Lyn 410 E 3rd
 Cities Service Oil Co 1208 4th
 Grayburg Oil Co 1503 E 5th
 Gulf Refining Co E5 NW corner Chicon
 Humble Oil & Refining Co 414 Waller+ 3 stations
 Independent Oil Co 411-15 Comal
 Larson J 1701 E 6th
 Magnolia Petrol Co 501 Pedernales
 Pierce Petrol Co 209 Nueces
 Simms Oil Co 1507 E 5th
 Texas Co The 1300-02 E 4th
 Travis County Oil Co 1210 E 4th

1930 *The Texas Co* still with A.R. Smith agt 1300 E 4th
 fill sta No. 3 200-204 Congress
 fill sta No. 5 2509 Guadalupe
 moved, Smith, Albert R. (Mary E) agt Texas Co h. 2845 Shoal Creek Ave

1932 - 33 p459 *The Texas Co* Jas Monroe agt 1300-02 E 4th oils
 fill sta #3 200 Congress Ave
 fill sta #5 2533 Guadalupe
 p 342 Monroe, Jas. (Maurine) agt The Texas Co h. 1208 W 6th Apt 4

- p 201 Firestone Service Stores (Inc) One Stop Service C.C. Lindsey Mgr
W. 5th at Lavaca tel 3232
- p 303 Lindsey, Carl C. (Blanche) mgr Firestone Service Store
h. 413 W.15th
- 1935 p532 *The Texas Co* A.N. Willis mgr oils 1300-02 E 4th
fill sta #3 200-04 Congress
fill sta #6 344 S Congress
p581 Willis, A.N. mgr The Texas Co no home address
- p232 Firestone Service Stores W.H. Holloway mgr W.5th at Lavaca
+ Firestone Tire and Rubber Co whse W. 5th SW corner of Lavaca
- p297 Holloway, Wm Hugh (Mary Eltz) mgr Firestone h. 414 Westover Rd
- 1937 p634 *The Texas Co* A.R. Smith agent 1300-02 E 4th
p594 Smith, Albert R. (Mary E) h. 2845 Shoal Crest Ave
- p233 Firestone Auto Supply & Service J L. Mc Collum Mgr @ 301/03 W 5th
p428 Mc Collum, Jack L. (Nina) h. 1208 W 6 Apt #8
- 1939 *The Texas Co* James J. De Pillippi agent oils
De Pillippi, James J (Evelyn A) h. 2320 Sabine
- Firestone Auto Supply & Service Arthur V. Nelson Mgr @ 301/03 W 5th
Nelson, Arthur V (Ann I) h. 2209 Bridle Path
- 1940 p605 *The Texas Co* James J. De Pillippi agent oils
still home on Sabine

1940 is the first time I noticed in the "white pages", near The Texas Co, Texaco!, with Texaco Products handled by Eddie Allman Service Station at 1510 East First, tel. 8-0133.

Under his name, Allman, Edgar L., a residence is given as #3930 on Govalle.

In 1941, Allman, Edgar L (Evelyn M) Eddie Allman Service Station

h. 940 Shady Lane r. tel. 3830 is listed. [moved and married?]

In 1942, also under Allman was: Wm O. mgr Eddie Allman Service Station,

h. 1504 E 1st: (looks like Eddie worked hard, got it together with a relative's help)

In 1944-5 book, Allman, Edgar L (Evelyn M) is listed asst foremn r. 906 Willow!

[foreman of what? Moving up? Willow Street was a better address?]

Firestone, with a bolder listing yet, and with Philfer "Esty" Estlack mgr:
**"Twenty-Four Hours Friendly Service" Auto Supplies, Battery,
 Brake Lining, Tires & Spark Plugs 301-3 W 5th 2-4141**
 Estlack, Philfer I (Rosemary) h. 1215 Castle Hill

- 1941 *The Texas Co* Raymond H. Anderson agent The Oils
 Anderson, Raymond H. (Doris L. 2) h. 80 Anthony

Firestone, back to small print, still with P I Estlack, mgr, but now living at 2200 Bridle Path
 Estlack, Philfer I (Rosemary) h. 2200 Bridle Path

- 1942 *The Texas Co* Oils Raymond H. Anderson agent
 Anderson, Raymond H. (Doris L. 2) h. 80 Anthony

Firestone, still with P I Estlack, mgr, still living at 2200 Bridle Path, puts bold listing:
**Tires, Tubes, Battery, Brake Relining, Motor TuneUp,
 Radio Repairs, Wheel Align, Electric Appl at 901 Lavaca**
 [Firestone Store moved to where it stays until the end of this report.]

- 1945 p476 *The Texas Co.* J. C. Lockett mgr 1300-02 E. 4th
 Lockett, John C. (Helen M 1) h. 3006 N. Guadalupe

Also in 1945 there is a Frank T. Lockett Service Station at 120 E. 5th
 Lockett, Frank T. (Lorraine 3) h. 500 W. Elizabeth

Firestone Stores has a new mgr. R.M. Pryor, who lists:
Tires, Tubes, Battery, Brakes, Electric Appliances
at 901 Lavaca tel 2-4141
 Pryor, Robt M. (Ernestine I) h. 1506 Guadalupe Apt A

- 1947 *The Texas Co* I. M. Isbill rep. the bulk station at 1300-02 4th
 Isbill, Isaac M (Gena K) res. 2210 Hartford Rd
 meanwhile

Firestone Stores has a new mgr. Wm. B. Wilson, at 901 Lavaca and a
 Firestone Retreading Division, Otho O Green mgr at 211 W. 4th also a
 Test Division R.H. Pinefrock mgr at 211 Riverside

Wilson, Wm B. (Beulah) h. 3405 Exposition Blvd
 Pinefrock, Roy H. (Perol) mgr Firestone Test Div h. 1908 Schulle Ave
 Green, Otho M. (Anna M.) mgr Firestone no address

- 1949 Texas Co, the Bulk Station listed without a manager

1949 Texas Co, the Bulk Station listed without a manager
 Firestone Stores Wilson, Wm B. (Beulah + son jr., student) mgr
moved h. 1615 Sharon Lane

1952 BIG CHANGE!

Looking in the street index, 1300 4th is "Firestone Stores stge"
 [which it will more or less stay until 1972]

Firestone listed in large capital letters in listing in white pages:
 Tires, Tubes, Battery, etc. Wm B Wilson mgr 901 Lavaca
 Also: Test Fleet mgr R.H. Finefrock 211 E Riverside

The Texas Co (bulk station) D.O. George zone mgr oils moved
 to Springdale Rd NE corner Airport Blvd
 George, D. Orme jr (Anne B.) res. 115 W 32nd

1953 1300 4th is "Firestone Stores stge"
 Firestone Stores Wm. B. Wilson mgr, 901 Lavaca
 Test Division R.H. Finefrock mgr at 211 Riverside

The Texas Co (bulk station) Richd V. Dixon agt oils 1127 Springdale Rd
 Dixon, Rich V. (Thyra) h. 3104 Funston

1954 - 55 1300 4th is "Firestone Stores stge"
 Firestone Stores Wm. B. Wilson mgr, 901 Lavaca
 Test Division R.H. Finefrock mgr at 211 Riverside
 Firestone Retread Shop Luther new mgr 211 W 4th

Wilson, Wm B. (Beulah) moved again h. 300 Inwood Dr

The Texas Co (bulk station) Jos T. Edwards zone mgr 1121 Springdale Rd
 Edwards, Jos T (Cora L.) res. 3005 Glenview Ave
 also a TEXACO Service Sta Robt A. Brown mgr 2729 E 1st
 Brown, Robt A

1957 1300 4th is "Firestone Stores stge"

Firestone Stores Wm. B. Wilson mgr, 901 Lavaca
 Test Division R.H. Finefrock mgr at 211 Riverside
 Retread Shop Luther new mgr 211 W 4th

1958 - 59 1300 4th still "Firestone Stores stge"

1958-59 1300 4th still "Firestone Stores stge"

Firestone Stores Wm. B. Wilson mgr, 901 Lavaca

no more Test Division but

Firestone Retread Shop Luther new mgr 211 W 4th with
no Luther in the listings

Texas Co is under "Oils and Lubricants-Dealers" in the yellow pages,
The Texas Co (bulk station) J.H. Porter agent 1121 Springdale Rd
(Gulf Oil is at 1131 Springdale Rd)
Porter, Jas H. (Merle) res. 706 Landon Lane

1960 1300 4th still "Firestone Stores stge" and

Wm. B. Wilson is still the mgr at 901 Lavaca. He puts a bold listing this year again:

Tires Tubes, Retreading, Philco TVs & Appliances, Brake & FrontEnd
+Retread Shop J.Luther new mgr 211 W 4th (nothing listed under Luther)

The Texas Co finally becomes: (and J.H. has a new wife)

Texaco Inc, The J.H. Porter agent 1121 Springdale Rd

Porter, Jas H. (Regina M.) agt Texaco res. 1708 E 32nd

(There is also a J.L. Porter (Mabel L) attendant Dan S. Shelton Texaco Service Sta
h. 1005 Monroe)

1961 1300 4th still "Firestone Stores stge" back to fine print
still with WB Wilson at 901 Lavaca

(This year Mr. O'Connell put a big dark print listing in the Directory.)
Texaco Inc, Dan O'Connell Jr Dist Sales Rep., Sales Terminal & Wholesale Division,
Complete Line of Texaco Products, Airport Blvd at Springdale Rd PO Box 696
GRB-3421

O'Connell, Dan Jr. (Mary M.) sales mgr Texaco res. 5905 Bullard Dr

1962 1300 4th still "Firestone Stores stge"

still W.B. Wilson, mgr at 901 Lavaca with listing for **Philco Appl** back in bold.

Texaco Inc J.H. Porter agent 1121 Springdale Rd still with Regina h.1708 E 32nd
(This year previous mgmt returned.)

1963 1300 4th remains "Firestone Stores stge" in the location by street index

Though Firestone Store still W.B. Wilson, mgr at 901 Lavaca, now there is
a new Firestone Store, at 5357 IH 35, Geo. M. Peters jr., tire dealers.
Peters, Geo. M. (Martha E) br mgr Firestone h. 5205 Robindale Lane

No change for Texaco Inc J.H. Porter agent 1121 Springdale Rd
 Also a Texaco Service Center Bill Johnson, mgr gas sta 4818 Burnet Rd.
 Johnson, Wm mgr Texaco Service Center res. 4617 Sinclair Ave
 (I met Bill Johnson Jr, a sound engineer working at New Horizons Recording Studio across
 the street from the warehouses, who remembered going to 1300-02 4th with his father when he
 was very young to get stuff, at least kerosene.)

More Future Background:

Kemp, Wm G (Ann) mgr Shell Oil Distr h. 3309 Bonnie Rd
 Bridges, Robt (Ernestine) pres Bridges Farm & Ranch Supply h. 2101 Pecos
 No Carlos Battle listed in 1963 and
 No Shell in Yellow Pages

1964 Big Change at 1300 4th is the Kemp Bridges Co representing Shell Oil
 in the green location by street index!!

Under "Oils & Lubricants Dealers", Yellow Pages, is Kemp-Bridges Co/ Shell,
 at 1300 E 4th. Shell is not listed in the Directory otherwise.
 Bridges, Robt R. (Ernestine) h. 2101 Pecos St

For Firestone:

Retread Shop Lawrence MC Cart mgr 4315 Terry-O Lane
 (no Lawrence, MC or Cart listed in white pages)
 Store WB Wilson mgr at 901 Lavaca still living h. 300 Inwood Dr
 + @ 5357 IH 35 Elwin O. Williams new mgr
 Williams, Elwin O. (Irene H.) h. 3301 Hemlock St

No change for Texaco Inc J.H. Porter agent 1121 Springdale Rd

1965 Change 1300 4th is Kemp-Battle, Inc Shell Oil Distr GR8-3473
 and

Under "Oils & Lubricants Dealers", Yellow Pages, is Kemp-Battle, Inc. Shell,
 1300 E 4th. [Shell still not listed otherwise]
 Battle, Carlos P. (Lillian) v-pres-sec Kemp-Battle, Inc h. 21108 Mathews Dr
 Under Kemp is: Kemp-Battle, Inc. Wm G. Kemp pres, C.P. Battle v-pres-treas,
 Shell Oil Distr 1300 4th residence 7400 Nesco

1966 Still at 1300 4th is Kemp-Battle, Inc Shell Oil Distr GR8-3473

Kemp, Wm G. (Ann) pres Kemp-Battle, Inc. h. 7400 Mesa Dr
 Bridges, Robt R. (Ernestine) (Kemp-Bridges Co [no title given]) h. 2101 Pecos St
 Battle, Carlos P. (Lillian) Ret'd h. 21108 Mathews

1967 1300 E 4th is listed as vacant in the green location by street index!!

Kemp, Wm G (Ann) pres Marann Corp h. 7400 Mesa Dr
 Baule, Carlos (Lillian K) inv h. 4305 Farwest Blvd
 Bridges, Robt R (Ernestine) (The Kemp Bridges Co) h. 2101 Pecos BUT
 No Kemp-Bridges listed otherwise

In Yellow Pages under "Oils & Lubricants Dealers" is Marann Corp @ 4001 Payload Pass
 Under "Oil Marketers" is Texaco, Inc @ 1121 Springdale and
 Under "Producers & Shippers" is Shell Oil Co (Seismic Party 174) 8427 N Lamar

Under Shell in white pages is:

Shell Oil Co (Seismic Party 174) R.E. Garvey 8427 N Lamar
 and Shell Pipe Line Corp Henry J. Puckett formn 4208 Terry-O Ln
 Puckett, Henry J. (Cynthia) res. 7303 Elm Forrest Rd

No change for Texaco Inc or Firestone listings

1968 1300 E 4th continues vacant in the location by street index!!

Kemp, Wm G (Ann) pres Marann Corp [continues] h.7400 Mesa Dr
 Bridges, Robt R (Ernestine) [now] Bridges, Inc h. 2101 Pecos
 No Carlos Baule listed

In Yellow Pgs under "Producers & Shippers": Shell Oil-(seismic party 174) 8427 N Lamar
 and under "Oil Marketers" Texaco, Inc 1121 Springdale Rd

For Firestone:

Store WB Wilson mgr at 901 Lavaca still living h. 300 Inwood Dr
 + @ 5357 IH 35 Marion W. Russell again new mgr res. San Antonio, Tx

For Texaco:

Texaco Inc J.H. Porter agent 1121 Springdale Rd
 Service Station #1 @7152 Hwy 290 Geo Beck mgr
 Service Station #2 @6825 Hwy 290 Alvin Evald mgr
 Beck, Geo mgr Texaco Service Station [only]
 Evald, Alvin M. (Carolyn H.) mgr Texaco Service Station h.1009 Alegria Rd

1969 1300 E 4th continues vacant in the street index.

Listings for Shell:

Shell Oil Co. W.B. Ledford, mgr. 1210 Nueces Ste 109
 Ledford, Wm. E.(Patsy B) mgr Shell Oil Co h. 2031 Singing Brook St
Shell Oil Co. (seismic party 174) R.E. Garvey, mgr 8427 N Lamar
 Garvey, Robt. E, mgr Shell Oil Co (seismic party 174) h. 1907 Ohlen Rd
Shell Pipe Line Corp H.W. Scrugs
 Scrugs, Harold W. (Leonita) formn Shell Pipe Line Corp h. 405 Cooper Dr

Change for Firestone:

Change for Firestone:

Only the store at 5357 N IH 35 Marion W. Russell, br mgr. tire c/lrs

Russell, Marion W. (Wanda) [moved] h. 1511 Beckett St

Under "Tires" in Yellow Pgs: Perry Rose Tire Co is at 901 Lavaca!!

Wilson, Wm B. is listed as salesman with Perry Rose Tire, still (Beulah) h. 300 Inwood

1970-71 1300 E 4th lists Perry Rose Tire Co (whose) in the street index!!

Rose, Perry (Connie) pres Perry Rose Tire Co h. 4209 Prickley Pear Dr

Rose Tire Co Inc 901 Lavaca

Rose Truck Tire Center, Perry Rose pres 325 Congress Ave

1972-1975 1300 E 4th VACANT again!!!

but Lorelei sees the buildings in the Fall of '75 & contacts Southern Pacific

Perry Rose Firestone has

stores at 8415 Research

5201 Burnet Rd

901 Lavaca Tommy Love, Mgr

Love, Tommy (Sherry L.) br mgr Perry Rose h. 11905 Renalee Loop

1975 Although I first saw the buildings, 1300-02 E 4th, in 1975 and began to negotiate their acquisition then, I officially began my ownership/tenancy at the warehouses April 1976. My lease with Southern Pacific Railroad is a historic document, I suppose by now, and is included with the attachments to this chronology. Up to this point in this chronology of occupancy, all the information offered came from the City Directories, which in those days offered a relatively thorough, cross referenced census of the city. From 1976 forward the Directory offers only the barest framework which was supplemented by City of Austin LIS Archive Search for "Service Address Report" of the city utility records, and finally, research in city phone books. Information transcribed from these sources is presented in the largest standard typeface. Information from my memory or that of other observers, is written in *italics*.

1976 *Lorelei Brown cleaned the yard and moved into 1300 4th, after having roll roofing rolled. At that point further restoration and use of the buildings began.*

1977 1300 E 4th Brown, L Bella 476-4137 index by street, City Directory

1302 E 4th A man named Aaron, a very capable, strong man with a short beard and some African heritage, is remembered especially for the large three-phase power tools he had installed at 1302 4th. He was employed doing a make over of an old movie theater on 6th Street, including removing the seating and sloped floor to make a level one for bar type uses. He may have been involved in other things (drinking beer at least, reportedly) besides his job on 6th however, because he disappeared after a year or so, already long after the period of free rent I gave him for making improvements to my building was up. When he left, he took his three

phase electricity, the lights, and practically everything else he could remove, but the leaning building was stabilized and anchored by the rebuilt stairs. I'll commend Aaron, always, because he saved the building and gave the form for the apartment upstairs. In the end, he surrendered his lovely sheet rocked office unharmed, and the heavy double entry doors, which I barely managed to save with police intervention. I didn't mind after all that, that he also left a mountain of debris from his 6th Street rehab for me to clean up. It seemed a small price to pay to get my building back.

1978 1300 E 4th Brown, L Bela 476-4137

1979 1300 E 4th Brown, L Bela 476-4137

1302 E4th Mc Dermott, Martin

I remember Mr. Marty Mc Dermott, who brought with him several friends from 33rd Street, left over from the heyday of the Sixties when hippie flower power psychedelia fluoresced in Austin there. Marty, a Catholic, bound to minister in his way to wayward souls, last heard, is driving Taxi in Seattle. They sang railroad songs around bono fires while the box cars clanged and crashed outside the wire fence behind the back door in those days. They did odd construction work, including some for me at Lake Travis in 1979. 1302 4th was a drafty, unfinished barn at that point, but Marty, Billy Belnoski, Jerry Green, and John Burton, with the help of their friend Dan Reed, a roofer, (solid enough to make sure the rent was paid) proved it also livable.

1981 1300 E 4th Brown, L Bela 476-4137

1302 VACANT *But I recall Karen Cambell and Stuart Heady there.*

1982- I allowed some people better forgotten to stay at 1300 when I had to absent myself from the 1300 premises in November 1981 to begin taking care of my mother after my father died.

1983 1300 E 4th "no return"

1302 Karen Cambell [index by street, City Directory]

1980-83 Karen Cambell is listed in the City Directory at 1302 4th in 1983, although I distinctly remember them there earlier. Karen, who worked at one of the earliest "hi-tech" companies in Austin, Tracor (info in addenda materials), was with a poet at that time, Stuart Heady. Stuart, a social activist, apparently is now living in Tsalle, Arizona. Stuart also is expert on telecommunity and served on the City of Austin Board on telecommunications in the 90's, see more at www.ci.austin.tx.us/telcommission. Google his name to see essays, poetry and photographs.

1984 1300 4th Brown, Lorelei B.

[no phone number listed; I had things there but I stayed elsewhere.]

1302 4th vacant *[but Fine Art Consultants may have been there already.]*

Someone named Theresa Houston had utilities until Dec 1986 at 1300 4th, if the LIS Archive can be trusted. Though I do not recognize Ms. Houston's name, she must have been carrying the utilities for a man from Czechoslovakia, Lada Surma, who leased the building in 1984 officially, but I recall Lada Surma at 1300 possibly as early as 1983 when Mother and I went through on the way to Mexico. Also living at 1300 4th, or in a van in the yard, was a man from Ohio, Michael Peter Sumerak, who had a degree in art of glass blowing, and worked at that time building interiors of restaurants. Peter helped Lada build a bathroom with walls in the stairwell between the floors so that Lada's mother could visit from Czechoslovakia, an improvement that remained until 2004. 1985 records show that I filed eviction on Mr Surma in June of 1985. I do not know where Lada and Peter are now.

1985-86 1300 4th "no return" *[but service was in T Houston's name until Dec 86].*

1302 Fine Art Consultants 482-0107 This was John and Randy Huke, an artist couple. John Huke, as Fine Art Consultants, did museum installations for around 10 years, until film came calling. Google his name for references to some of the movies he has worked on. He enjoys especially making the painterly props, signs, backdrops and backgrounds and has an interactive website: www.imdb.com (independant movie database). The phone book, 86-87, gave their address as 2407 Saratoga pb 263-5152 where they still live today. He can be contacted at huke@mac.com.

1986-87 Phone book: Theresa Houston at 1300E4th *[According to LIS "Archive her service was terminated in Dec 1986, probably when J. Nighthyrnd moved in.]*

The LIS Archive is not adequate to determine when Fine Art Consultants left 1302 4th and Andrew Davis came, but evidently Jeff remembers someone there before Andrew Davis, so they were probably there at least until late in 1986. If Andrew Davis came to 1302 early in 1987 he has time to be there until his service was terminated October 1987.

Low Power Technology, Inc 507 Trinity 480-0084 *Enterprise of Jeffrey Nighthyrnd.*

1987 1300 4th Lorelei B. Brown according to City Directory.

[but I know this is wrong, I remember visiting Jeff Nighthyrnd late in 87 when he was living at 1300 4th.]

1302 4th in phone book Fine Art Consultants 482-0107

[but John and Randy Huke had already left by 1987; Andrew Davis remembers living about a year at 1302 where his service was terminated October 1987, and moving in about the same time as Jeff, perhaps December 1986.]

Andrew Davis for sure was at 1302 in 1987, service ending Oct 1987, according to LIS Archive.

Andrew remembers Jeff Nighthyrd next door at 1300. Together, they engineered to put up the fence, constructed of metal billboard panels salvaged from the Scrap yard next door, which still serves to make the private yard of the compound, and where they had a pond with chickens and ducks. Andrew built a mini stage inside downstairs where his band rehearsed, and lived upstairs where the ants were so bad he had to put the legs of the bed into dishes of water. He called his band *Arthead*, and currently has/plans? a web site (fan zine) www.porkpattler.com devoted to resurrecting it. Andrew currently works for Travis County Department of Corrections as the web master. He is married and lives at 200 E Skyview Rd 512-453-2769.

Andrew also remembers a man who was working next door as Nighthyrd's secretary at this time. This was Robert Draper, Leon Jaworsky's grandson, who became a well known writer for Texas Monthly and GQ magazine. He wrote "Dead Certain: the Presidency of George W. Bush" among other books, and lives now in Washington D.C.

A Brian Mantz according to LIS archive had service at 1302 from Oct 1987 to May 1988.

Although there is a Brian Mantz in the current phone book he will not return my call.

1987-88 Phone book: Low Power Technology, Inc 1300 E 4th ph. 480-0084

Jeffrey Nighthyrd pres

Low Power Technology, Inc had service at 1300 4th until Oct 1988 when Christopher Hynes' Art Angle, Inc. took over the service, according to LIS Archive.

I met Jeffrey Nighthyrd, who recalls (incorrectly?) living at 1300 4th for about three years. I met Jeff my first year, 1964, at the University of Texas. He went to high school in Bryan Texas, the sister city to my hometown College Station, so when we met at the Chuckwagon, the alternative social venue to fraternities and sororities, we became friends. At that time he had a column in the 'Daily Texan' but before long his interest gravitated to Students for a Democratic Society (SDS) and the alternative news paper, The Rag. [see more in addenda] He became vice president on the national level of SDS, and was in Chicago during the Chicago Seven episode. Though avoiding legal entanglement personally, his friends Jerry Rubin and Abbie Hoffman were influences to their ends. He has a biographical chapter in the book Rebels with a Cause by Helen Garvey, Shire Press, and Prairie Radical: A Journey Through the Sixties, by Robert

Pardun, Shire Press., *He is a figure in Prairie Power: Voices of the 1960's Midwestern Student Power* by Robbie Lieberman, University of Missouri Press, and *Imagine Nation: The American Counterculture of the 1960's and 1970's*, by Peter Braunstein, pub. Routledge 2001. See *The New Left Revisited* by John McMillian, pub. Temple University Press 2003, and *Freedom is an Endless Meeting: Democracy in American Social Movements* by Francesca Polletta, University of Chicago Press, 2002 for more references to this period.

Jeff went on to direct, c. 1969-70, another alternative media paper in New York City, *The Rat*, [see more in addenda]. Mid '70's he was back in Austin publishing *The Austin Sun*, followed by stints at the *LA Free Press*, working on *Born on the Fourth of July*, the movie, basting tours to Cuba, selling his photography posters, etc. Low Power Technology was a publicly traded company trying to start a network of low power television stations and create programming for them. Ever the entrepreneur, Jeff now resides in Shreveport Louisiana where he has the Acclaim Talent Agency, 1411 Fairfield Ave, Shreveport, LA 71101, as well as actor classes and a restaurant.

Adams, Stanley E. 3312 Bee Caves Rd ph. 327-0072
Children's # @754 E Bee Caves Rd ph. 327-3209

1988-89 1300 4th Lorelei B. Brown according to City Directory but I know this is wrong. I was living with my mother at 1014 Spence in 1988.

My lease record shows that Christopher Hynes and another painter, Ronald Hicks, rented 1300 E 4th in October 1988. Christopher's Art Angle, Inc. is in the City Directory at 1300 in 1992, and his utility service went from Oct 88 to Aug 1992.

Christopher currently has a presence on the web at ChristopherHynes.com.

1302 VACANT says City Directory but this has to be wrong also. According to LIS Archive, Dale Turner Hood had service at 1302 E 4th from May of 1988 when Brian Mantz moved out until August 1988.

I remember Mr. Hood had a small troop of militia buddies who kept military gear at the warehouse and did some kind of decorative guard service at the State Capital on occasion. He also worked for Jerry Jeff Walker if my memory is correct. I cannot find him listed, at present.

1989-90 Phone book: 1300 E 4th Ronald Hicks 472-5858
: 1302 E 4th Internat'l Screen Printing ph. 4789724

This was the undertaking of Stanley Adams III. See 87-88 Phone book above. I remember Mr. Adams very well, a pleasant man aspiring to make artistic T-shirts. The son of the Stanley E. Adams, who figured prominently in the building and loan banking business in Texas in the 80's (Clippings are included in attachments), I recall that he traveled with his father to Bermuda while he was renting 1302 4th.

Phone Book: Low Power Technology, Inc 600 W. 28th ph. 490-0085
(post 1300 4th tenancy)

1990 1300 4th RON HICKS

1302 4th Internat'l Screen Printing 478-9724 Stanley Adams III

*Lis Archive gives Stan's dates of utility service at 1302 from
3-Aug-88 to 15-Nov-1990.*

1991 LIS Archive records Lorelei Brown putting service at 1302 E 4th
into her name April 8, 1991! .

*I used a portion of the downstairs at that time to stage a construction project
that took place in Volente that year.*

*Several people resided in the apartment upstairs since I've had the utilities.
I remember a man named Bill who brought in a lot of ceramic pottery he had done,
which sat for several years on a long table. He was also a diabetic who imbibed, and
worked in car body repair, as I recall.*

1992 1300 4th *The City Directory lists Art Angel for 1300, and according to the LIS
Archive, Christopher Hynes' Art Angle had electric service there until August, 1992,
when, also according to LIS, Sharron Rush put it into her name.*

1302 Stan Adams *[according to City Directory, but this conflicts with my record,
and the LIS Archive. The years 91 to 95 are vague in my memory. I was
more involved caring for my mother in her final quadriplegic years..]*

1995 1996 1300 4th Ron Hicks *[to end of summer 2003]*
1302 4th Lorelei Brown

*I recall a very beautifully tattooed young woman named Darcy Hanna living
upstairs at 1302 E 4th in 1996. She managed a retro, and new, clothing store,
Buffalo Exchange, which is still on the Drag at 2904 Guadalupe 78705.*

- 1997 1300 4th Ron Hicks 472-5858 *[with Sharron still]*
 Skinny Sisters 263-1710 *[no one will tel me what tbt was]*
 1302 4th Lorelei Brown 472-2848 *[remains using the downstairs for ceramic production, and construction storage, to the present time].*

1999-2008 1302 4th Eric Retshus
An antique car enthusiast, Eric, (who made the CAD site plan for 1300-02 4th), is also a construction supervisor and has resided in the apartment upstairs since June 1999.

2000 1300 4th R. Hicks 472-5858 [according to City Directory]
 Knowbility 478-5896 Knowbility.org
 Individual Family Services, Sharron Rush 9yrs

2002 1300 4th Sharron Rush 478-4596 *[10 yrs at 1300 4th according to her report to the City Directory for 2002.]* After the end of summer in 2003, Ron and Sharron found a new place: 1807 W. St. Johns Ave 76757, Hicks, Ron & Rush, Sharron 2007 phone book 512-323-2845.

Ms. Rush' well recognized, non-profit organization does accessibility consulting, training, and advocacy to support the independence of people with disabilities. She is the Executive director and co-founder and co-authored a book on accessible web design, Maximum Accessibility. See the web address www.Knowbility.org for more.

2003 Lorelei Brown owner of the buildings has 1300 4th returned to her at last, full of cobwebs. In October Lorelei has a big party with band celebrating a 100 years birthday for the buildings, a little bit premature as research indicates.

2004 January 2004 to June 2004 A collective, (Samantha Saladina, a Yoga teacher at Austin Yoga Institute, Jon Hoff, and Nicole Telkes, an herbalist and wellness provider), backed by Lisa Adams Muncaster, rents the building. Ms Muncaster, a resourceful woman, recently relocated from San Francisco, is the first to promote the potential uses for the buildings. She organized several art show/festivals and the first SXSW event rental in March 2004, but by June she pulled back her support having pulled off the best spontaneous raw energy events, beginner's luck, I guess. Ms. Saladina, instructor at Peggy Kelley's

Austin Yoga Institute 1122-C South Lamar 78704 austinyoga.org

Nicole Telkes.com & for her Wildflower School.

Ms. Muncaster, a real estate investor, lives at the end of South 2nd Street, Austin 78704

June, 2004-fall 2005 City Directory 2005 for 1300 4th has Russell Hartman.

Russell Hartman and Wendy Wever, aka. AustinDaze, had numerous musical events at the yard, including their friend Toni Price performing. Together with their friend poster artist, John Warner, who made a wonderful poster artist show there, they coined the name "The Compound", which is still being used. The AustinDaze, "Entertainment paper that supports the Austin Scene", summer 2008 is on its 69th issue. It is a brave little pulp rag "zine" found in a lot of South Austin outlets, especially Ruta Maya where AustinDaze promotes 'First Thursday' shows. Beyond that they have a very good web site: www.austindaze.com. Daze left in the fall, after they had an unauthorized room rebuilt to rent to a business [Corrine Patch-Jones, Silver Leaf Framing, 512-507-3619], which strained their relationship with me. Another quasi-business relationship they had [with Troy Dillinger] also soured. Troy's [Austin Swim] weekly events during the summer of 2005, were fun and brought recognition to "The Compound". However ultimately, to continue the stress and investment necessary to meet his aspirations for the buildings was not negotiable at that time. Troy, the consummate promoter, was on the cover, with the mayor, of the Austin Chronicle August 2008, and has his own web site: TroyDillinger.com. Russ Hartman and Wendy Wever were living at 2213 S. 3rd Street, Austin 78704 587-8358. Wendy, I hear, has lately returned to her family's coffee plantation in Guatemala.

2005-end 2006

Starting December 1, 2005 Nomad Sound/Superior Event Technicians rented the building. Nomad Sound is the sound equipment rental equipment business of Damon Lange. Damon rents and runs the sound equipment in practically every festival/event (Old Settlers Fest, Austin City Limits, SXSW) in Austin. Damon also traveled extensively internationally in 2006 with a band, "Anti Balas", from NYC. His associate left caring for the property in 2006 was Alan Burrows, who is primarily an aide to the legislator from Dallas at the State Capital.

2007-present/2008 { 2006 1300b 4th Ethan Murphy [Sharron's son, I believe. This name in the City Directory for 2006 is a complete mistake.]

Nomad Sound/Damon Lange, but this year with new employee/partners, Ryan Rooney, Brian Nugent, and Parker Worsham until Spring, 2008. In summer of 2008, when Ryan, Brian, and Parker moved, new house mates, Summer Bethea, and Lindsay Sessions came aboard. Summer and Lindsay are employed at Alamo Drafthouse at the Ritz, and Lindsay is also a hair dresser at "Joie de Vivre Hair Salon" on 6th Street. Google "The Compound, Austin, TX" to find the Compound's my space listing with over 300 friends.

A.b

OK to go
SS 12-28-08

A. APPLICATION FOR HISTORIC ZONING

BASIC PROJECT DATA

1. OWNER'S NAME Lorelei Bela Brown
2. PROJECT NAME: Texaco/Rail Right of Way or Texaco Depot/H.&T.C. R.O.W.
3. PROJECT STREET ADDRESS (or RANGE): 1300-1302 East 4th Street
@ northeast corner of Attayac Street
Austin 78702 Travis County

AREA TO BE REZONED:

4. SQ. FT. 11,192 (111.99 X 100 or 112 X 100) 11,200 sq. ft.

5. ZONING AND LAND USE INFORMATION:

EXISTING ZONING	EXISTING USE	TRACT #	SQ. FT.	PROPOSED USE	PROPOSED ZONING
CS-MU/CO-NP [E.Cesar Chavez NP]	residential warehouse, DETAIL	1	11,200	no change/same CS-MU/CO - H-NP	add H

RELATED CURRENT CASES:

6. ACTIVE ZONING CASE ? only the proposed TOD zoning overlay, File No. C14-2008-0029
7. RESTRICTIVE COVENANT ? NO for Saltillo Plaza NPA-2008-0002.01
8. SUBDIVISION ? NO NPA-2008-0009.01
9. SITE PLAN ? NO NPA-2008-0010.01

PROPERTY DESCRIPTION (SUBDIVISION REFERENCE OR METES AND BOUNDS):

10. a-b. SUBDIVISION REFERENCE: The three lots that I am requesting to be zoned HISTORIC were platted before the city began recording subdivisions, (at least I could not find the H&TC Central ROW among recorded subdivisions). The H&TC (Houston & Texas Central Railway) ROW (Right of Way) has a diagram of the Railyard and 58 Lots which is recorded in Vol. V, page 661.

The City of Austin Department of Addressing and Mapping was consulted in the course of researching this project. The Land Addressing Service gave printouts validating the addresses of 1300 and 1302 4th. Under Legal Description, it gave Gary and Peck Subdivision as the Subdivision, with Block ID: 5, and Lot ID: 56 for 1300 and 57 for 1302, both with Tax parcel ID: 0204060901, the number for Capital Metro's land on that block. The legal description for that Capital Metro tax parcel is: <Lot 56-58 Central ROW & 120x285 ft OLT 3 DIV O>. OLT refers to the outlots into which the land outside the original city layout was portioned. It appears to me that for simplification's sake (or something) the much later neighboring subdivision name was used to pick up loose ends like Lots 56-58 Central ROW for the city's addressing/labeling convenience.

DEED REFERENCE CONVEYING PROPERTY TO PRESENT OWNER AND TAX PARCEL I.D.:

11. VOLUME:10636 PAGE: 77
This is for the deed conveying land,
Southern Pacific to Capital Metro.

TAX PARCEL I.D. NO: There are two, first for the
land: 02040609010000, property ID: 191856 from
and second for the improvements only, ie. the
buildings: 02040609010200, prop. ID: 359114

11. continued: The improvements were conveyed via a letter from the Firestone Company in Dallas to Ms. Brown which she took in 1976 to the County Tax/Appraisal Office to convey them to her name where they remain to present. This is evidenced by a certification letter given in 1992 from Travis County Tax Office, and current records.

OTHER PROVISIONS :

12. Property is in a zoning combining district / overlay zone:
The East Cesar Chavez Neighborhood Plan
13. It is not in local or national register district.
14. No TIA is required.

OWNERSHIP TYPE :

15. The buildings (improvements only) are sole ownership: Lorelei Bela Brown
The land is public property, i.e. owned by a publicly tax funded entity :
Capital Metro Transportation Authority

OWNER INFORMATION :

16. Signature: 	Name: Lorelei Bela Brown
Firm Name: Galactic Ceramic Inc.	Telephone Number: 512-507-1947 mobile
Street Address: 1014 Spence St.	512-477-8925 message
City: Austin	Zip Code: 78702
Email Address: lorelei@grandecom.net	

17. No agent to contact

D. SUBMITTAL VERIFICATION AND INSPECTION AUTHORIZATION

SUBMITTAL VERIFICATION

My signature attests to the fact that the attached application package is complete and accurate to the best of my knowledge. I understand that proper City staff review of this application is dependent upon the accuracy of the information provided and that any inaccurate or inadequate information provided by me/my firm/etc., may delay the proper review of this application.

PLEASE TYPE OR PRINT NAME BELOW SIGNATURE AND
INDICATE FIRM REPRESENTED, IF APPLICABLE.

L. B. Brown 9-26-2008
Signature Date

LORELEI B. BROWN
Name (Typed or Printed)

Firm (If applicable)

INSPECTION AUTHORIZATION

As owner or authorized agent, my signature authorizes staff to visit and inspect the property for which this application is being submitted.

PLEASE TYPE OR PRINT NAME BELOW SIGNATURE AND
INDICATE FIRM REPRESENTED, IF APPLICABLE.

Lorelei B. Brown 9-26-2008
Signature Date

LORELEI B. BROWN
Name (Typed or Printed)

Firm (If applicable)

E. ACKNOWLEDGMENT FORM

concerning
Subdivision Plat Notes, Deed Restrictions,
Restrictive Covenants
and / or
Zoning Conditional Overlays

I, LORELEI B. BROWN have checked for subdivision plat notes, deed restrictions,

(Print name of applicant)

restrictive covenants and/or zoning conditional overlays prohibiting certain uses and/or requiring certain development restrictions i.e. height, access, screening etc. on this property, located at

1300 - 02 E. 4th
(Address or Legal Description)

If a conflict should result with the request I am submitting to the City of Austin due to subdivision plat notes, deed restrictions, restrictive covenants and/or zoning conditional overlays it will be my responsibility to resolve it. I also acknowledge that I understand the implications of use and/or development restrictions that are a result of a subdivision plat notes, deed restrictions, restrictive covenants and/or zoning conditional overlays.

I understand that if requested, I must provide copies of any and all subdivision plat notes, deed restrictions, restrictive covenants and/or zoning conditional overlay information which may apply to this property.

Lorelei B. Brown
(Applicant's signature)

9-26-2008
(Date)

VJ

TAX CERTIFICATE
Nelda Wells Spears
Travis County Tax Assessor-Collector
P.O. Box 1748
Austin, Texas 78767
(512) 854-9473

NO 6533

ACCOUNT NUMBER : 02-0406-0901-0000

PROPERTY OWNER:

CAPITAL METROPOLITAN
TRANSPORTATION AUTHORITY
2910 E 5TH STREET
AUSTIN, TX. 78702-4817

PROPERTY DESCRIPTION:

LOT 56-58 * & 130X285FT OLT 3
DIV O CENTRAL ROW

SITUS INFORMATION: 1301 E 5TH ST TX

This is to certify that after a careful check of tax records of this office, the following taxes, delinquent taxes, penalties and interest are due on the described property of the following tax unit(s):

YEAR	ENTITY	TOTAL
2007	CITY OF AUTIN	*EXEMPT *
2007	TRAVIS COUNTY	*EXEMPT *
2007	TRAVIS COUNTY HEALTH CARE DIST	*EXEMPT *
2007	ACC (TRAVIS)	*EXEMPT *
2007	AUSTIN ISD	*EXEMPT *

TOTAL TAX:	* EXEMPT *
UNPAID FEES:	* NONE *
INTEREST ON FEES:	* NONE *
COMMISSION:	* NONE *
TOTAL DUE ==>	* NONE *

ALL TAXES ABOVE ARE EXEMPT FOR TAX YEAR 2007.

The above described property may be subject to special valuation based on its use, and additional rollback taxes may become due. (Section 23.55, State Property Tax Code).

Pursuant to Section 31.08 of the State Property Tax Code, there is a fee of \$10.00 for all Tax Certificates.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS DATE OF 06/26/2008

Fee Paid: \$10.00

Nelda Wells Spears
Tax Assessor-Collector

By: Jayce Henderson

C

TAX CERTIFICATE
Nelda Wells Spears
Travis County Tax Assessor-Collector
P.O. Box 1748
Austin, Texas 78767
(512) 854-9473

NO 1037110

ACCOUNT NUMBER: 02-0406-0901-0200

PROPERTY OWNER:

BROWN LORELEI BELA
1014 SPENCE ST
AUSTIN, TX 78702-5229

PROPERTY DESCRIPTION:

IMPS ONLY ON LOT 56-58 BLK 5 OLT 3
DIV 0 CENTRAL ROW

ACRES 0.000 MIN% .00000 TYPE

SITUS INFORMATION: 1301 E 5 ST

This is to certify that after a careful check of tax records of this office, the following taxes, delinquent taxes, penalties and interests are due on the described property of the following tax unit(s):

YEAR	ENTITY	TOTAL
2007	AUSTIN ISD	*ALL PAID*
	CITY OF AUSTIN (TRAV)	*ALL PAID*
	TRAVIS COUNTY	*ALL PAID*
	TRAVIS COUNTY HEALTHCARE DISTRICT	*ALL PAID*
	ACC (TRAVIS)	*ALL PAID*

TOTAL SEQUENCE 0

TOTAL TAX:	*ALL PAID*
UNPAID FEES:	* NONE *
INTEREST ON FEES:	* NONE *
COMMISSION:	* NONE *
TOTAL DUE ==>	*ALL PAID*

TAXES PAID FOR YEAR 2007 \$291.79

ALL TAXES PAID IN FULL PRIOR TO AND INCLUDING THE YEAR 2007 EXCEPT FOR UNPAID YEARS LISTED ABOVE.

The above described property may be subject to special valuation based on its use, and additional rollback taxes may become due. (Section 23.55, State Property Tax Code). Pursuant to Section 31.08 of the State Property Tax Code, there is a fee of \$10.00 for all Tax Certificates.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS DATE OF 06/25/2008

Fee Paid: \$10.00

Nelda Wells Spears
Tax Assessor-Collector

By: Jayce Henderson